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CONFIDENTIAL.

(6752.)

PART VII

FURTHER CORRESPONDENCE

RESPECTING THE

BOUNDARY BETWEEN THE BRITISH POSSESSIONS IN NORTH AMERICA

AND THE

TERRITORY OF ALASKA.

1894-95.

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CONFIDENTIAL.

Further Correspondence respecting the Boundary between the British Possessions in North America and the Territory of Alaska.

PART VII

No. 1.

Sir J. Pauncefote to the Earl of Rosebery.—(*Received January* 1, 1894.)

(No. 253.)

My Lord, *Washington, December* 22, 1893.

I HAVE received from the Governor-General of Canada the inclosed copy of an approved Minute of the Privy Council of the Dominion, representing that by the Convention of the 22nd July, 1892, for the survey of the territory adjacent to the boundary between British Columbia and the United States' possessions in Alaska, the time allowed to the Commissioners to complete the survey and submit their final reports expires on the 28th November, 1894, and recommending that, as this period will not be sufficient for the purpose, the time be extended until the 31st December, 1895.

At the request of the Earl of Aberdeen, I have transmitted a copy of this Minute to the United States' Secretary of State, and have asked him to be good enough to ascertain the views of his Government with regard to the extension of time proposed by the Government of the Dominion.

I have, &c.
(Signed) JULIAN PAUNCEFOTE.

Inclosure in No. 1.

Report of a Committee of the Honourable the Privy Council, approved by his Excellency the Governor-General in Council on the 7th December, 1893.

ON a Report, dated the 2nd December, 1893, from the Minister of the Interior, stating that the Convention for the survey of the territory adjacent to the boundary between British Columbia and the possessions of the United States in Alaska requires the Commissioners to complete the survey and submit their final reports thereof within two years from the date of their first meeting.

The Minister further states that the Joint Commissioners, Dr. Mendenhall, for the United States, and Mr. W. F. King, for the Dominion of Canada, held their first meeting on the 28th November, 1892: the time allowed by the Convention therefore expires on the 28th November, 1894, the intention of the framers of the Convention evidently being to allow two complete seasons of field work. The photographic method, however, which the Canadian Commissioner has been using this season, and by which alone it is possible at any reasonable expense to attain an adequate idea of

such a long stretch of country in two seasons, requires six or seven months' office work after the conclusion of the summer's operations in developing the photographs and plotting from them and compiling the necessary topographical maps.

The Minister further states that the Canadian Commissioner reports that if full advantage be taken of the Alaskan summer season next year, it will not be possible to get the full results from the season's operations until long after the terminal date fixed by the Convention, and he also reports that when the topographical maps have been completed, a considerable time will be required by the Commissioners for discussion and the preparation of their Report.

The Minister is of opinion that it would be advisable, in view of the Report of the Canadian Commissioner, that the time for the completion of the survey and the submitting of the final Reports thereof be extended until the 31st December, 1895.

The Committee advise that your Excellency be moved to forward a certified copy of this Minute to Her Majesty's Ambassador at Washington.

All which is respectfully submitted for your Excellency's approval.

(Signed) JOHN J. McGEE,
Clerk of the Privy Council.

No. 2.

Foreign Office to Colonial Office.

Sir, *Foreign Office, January* 11, 1894.

WITH reference to the letter from this Department of the 8th March last, I am directed by the Earl of Rosebery to transmit to you, for the information of the Secretary of State for the Colonies, the accompanying copies of a despatch, and its inclosures, from Her Majesty's Ambassador at Washington,* reporting the steps which he has taken to ascertain the views of the United States' Government in regard to a desire, expressed by the Canadian Government, that the period assigned for the completion of the survey and reports of the Alaska Boundary Commission should be extended from the 2nd November next, when it would naturally expire, to the 21st December, 1895.

His Lordship proposes, subject to the Marquis of Ripon's concurrence, to approve Sir J. Pauncefote's action in the matter.

I am, &c.
(Signed) FRANCIS BERTIE.

No. 3.

Sir J. Pauncefote to the Earl of Rosebery.—(Received January 18.)

(No. 6.)

My Lord, *Washington, January* 9, 1894.

WITH reference to my despatch No. 253 of the 22nd ultimo, I have the honour to inclose copy of a draft Convention which I have received from the United States' Secretary of State, extending to the 31st December, 1895, the time within which, pursuant to Article I of the Convention of the 22nd July, 1892, the British and American Commissioners for the survey of the boundary between the United States and Her Majesty's possessions in North America shall complete the survey and submit their final Reports.

Mr. Gresham adds that, if this draft is acceptable to Her Majesty's Government, he shall be glad to cause it to be engrossed in duplicate for signature at the earliest possible date.

I have forwarded copy of this draft Convention to the Governor-General of Canada.

I have, &c.
(Signed) JULIAN PAUNCEFOTE.

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* No. 1.

Inclosure in No. 3.

Draft Treaty between Great Britain and the United States.

THE Governments of the United States of America and of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, being credibly advised that the labours of the Commission, organized pursuant to the Convention which was concluded between the High Contracting Parties at Washington the 22nd July, 1892, providing for the delimitation of the existing boundary between the United States and Her Majesty's possessions in North America, in respect to such portions of said boundary-line as may not, in fact, have been permanently marked in virtue of Treaties heretofore concluded, cannot be accomplished within the period of two years from the first meeting of the Commission as fixed by that Convention, have deemed it expedient to conclude a supplementary Convention extending the term for a further period, and for this purpose have named as their respective Plenipotentiaries :—

The President of the United States, the Honourable Walter Q. Gresham, Secretary of State of the United States; and

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, his Excellency Sir Julian Pauncefote, G.C.B., G.C.M.G., Ambassador Extraordinary and Plenipotentiary of Great Britain ;

Who, after having communicated to each other their respective Full Powers, which were found to be in due and proper form, have agreed upon the following Articles :—

ARTICLE I.

The third paragraph of Article I of the Convention of the 22nd July, 1892, states that the respective Commissions shall complete the survey and submit their final Reports thereof within two years from the date of their first meeting. The Joint Commissioners held their first meeting the 28th November, 1892; hence the time allowed by that Convention expires the 28th November, 1894. Believing it impossible to complete the required work within the specified period, the two Governments hereby mutually agree to extend the time to the 31st December, 1895.

ARTICLE II.

The present Convention shall be duly ratified by the President of the United States of America, by and with the advice and consent of the Senate thereof, and by Her Britannic Majesty; and the ratifications shall be exchanged at Washington at the earliest practicable date.

In faith whereof we, the respective Plenipotentiaries, have signed this Convention, and have hereunto affixed our seals.

Done in duplicate at Washington, the day of , 1894.

(Seal.)

(Seal.)

No. 4.

Colonial Office to Foreign Office.—(*Received January* 19.)

Sir, *Downing Street, January* 18, 1894.

I AM directed by the Marquis of Ripon to acknowledge the receipt of your letter of the 11th instant inclosing a copy of a despatch from Her Majesty's Ambassador at Washington reporting that he had, at the request of the Dominion Government, requested the United States' Government to agree to an extension of the time for completing the Alaska boundary survey to the 21st December, 1895.

In reply, I am to acquaint you, for the information of the Earl of Rosebery, that Lord Ripon concurs in his Lordship's proposal to approve of Sir J. Pauncefote's action in this matter.

I am, &c.
(Signed) EDWARD FAIRFIELD.

No. 5.

Foreign Office to Colonial Office.

Sir, *Foreign Office, January 22, 1894.*

WITH reference to your letter of the 18th instant, I am directed by the Earl of Rosebery to transmit to you, to be laid before Her Majesty's Secretary of State for the Colonies, the accompanying copy of a despatch from Her Majesty's Minister at Washington,* inclosing a draft Convention which has been prepared by the United States' Government for extending to the 31st December, 1895, the time for the completion of the work of the Alaska Boundary Commission.

Lord Rosebery would be glad to be informed whether the Marquis of Ripon considers the terms of the Convention proposed by the United States' Government to be acceptable.

A copy of the draft Convention has been sent to the Governor-General of Canada direct from Washington.

I am, &c.
(Signed) FRANCIS BERTIE.

No. 6.

Colonial Office to Foreign Office.—(Received January 27.)

Sir, *Downing Street, January 27, 1894.*

IN reply to your letter of the 22nd instant respecting the Alaska Boundary Convention, I am directed by the Marquis of Ripon to transmit to you, for the information of the Earl of Rosebery, copies of telegraphic correspondence with the Governor-General of Canada on the subject.

I am to add that Lord Ripon sees no objection to the draft Convention.

I am, &c.
(Signed) EDWARD FAIRFIELD.

Inclosure 1 in No. 6.

The Marquis of Ripon to the Earl of Aberdeen.

(Telegraphic.) *Downing Street, January 25, 1894.*

DO your Ministers agree to draft of Convention Alaska Boundary sent to you by Pauncefote?

Inclosure 2 in No. 6.

The Earl of Aberdeen to the Marquis of Ripon.

(Telegraphic.) *January 25, 1894.*

YOUR Lordship's telegram of 25th January.
My Ministers agree as to draft Convention Alaska Boundary.

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* No. 3

No. 7.

The Earl of Rosebery to Sir J. Pauncefote.

(No. 7.)
(Telegraphic.) P. *Foreign Office, January* 29, 1894.

I HAVE considered your despatch No. 6 of the 9th instant. You may, on behalf of Her Majesty's Government, accept and sign the draft Convention, inclosed therein, respecting the Alaska boundary.

No. 8.

Foreign Office to Colonial Office.

Sir, *Foreign Office, January* 31, 1894.

WITH reference to your letter of the 27th instant respecting the Alaska Boundary Convention, I am directed by the Earl of Rosebery to state, for the information of the Secretary of State for the Colonies, that Her Majesty's Ambassador at Washington has been informed by telegraph that Her Majesty's Government accept the draft proposed by the United States' Government, and that he may sign the Convention.

I am, &c.
(Signed) FRANCIS BERTIE.

No. 9.

Sir J. Pauncefote to the Earl of Rosebery.—(Received February 17.)

(No. 12.)
(Telegraphic.) P. *Washington, February* 17, 1894.

MR. GRESHAM has invited me to proceed to the exchange of ratifications of the Supplemental Convention respecting the Alaskan Boundary Commission, the signature of which I reported to your Lordship in my despatch No. 21 of the 6th instant. I should be glad to receive your Lordship's authorization for that purpose.

No. 10.

Sir J. Pauncefote to the Earl of Rosebery.—(Received February 19.)

(No. 21.)
My Lord, *Washington, February* 6, 1894.

WITH reference to your Lordship's telegram No. 7 of the 29th ultimo, I have the honour to report that the Convention extending to the 31st December, 1895, the time for the completion of the survey of the boundary between the United States and Her Majesty's possessions in North America was duly signed by Mr. Gresham and myself on the 3rd instant.

The text of the signed Convention follows word for word that of the draft transmitted to your Lordship in my despatch No. 6 of the 9th ultimo, which appears in Section 1, of the 18th January, of the Alaska Boundary Confidential Print.

I have, &c.
(Signed) JULIAN PAUNCEFOTE.

No. 11.

The Earl of Rosebery to Sir J. Pauncefote.

(Treaty.)
(Telegraphic.) P. *Foreign Office, February* 19, 1894.

I HAVE received your telegram No. 12 of the 17th instant on the subject of the Alaska Boundary Convention.

The original Convention should be sent to the Foreign Office.

The British ratification will be sent to you with as little delay as possible.

No. 12.

Viscount Gough to the Marquess of Salisbury.—(Received July 15.)

(No. 175.)
My Lord, *Newport, July* 5, 1895.

I HAVE the honour to transmit herewith copy of a telegram, dated the 1st June, addressed by the Governor-General of Canada to Her Majesty's Ambassador, and of a despatch, dated the 22nd June, inclosing an extract from a Report of the Canadian Privy Council of the 1st June last, upon the subject of the administration of the region in Canada drained by the Yukon River.

Upon receipt of the above telegram Her Majesty's Ambassador obtained from the United States' Government the facilities required for the passage of stores, including rifles, through United States' territory, special telegraphic instructions being issued by the courtesy of the United States' Government to the various Customs officials in order to preclude the occurrence of any delay in what appeared to be a matter of urgency. The telegram of the 1st June stated that the object of the expedition of twenty police with rifles to the Yukon country was the maintenance of order, and the full reasons will be found in paragraphs 6 and 7 of the Privy Council Report.

The Report suggests that the United States' authorities be approached with a view to co-operation in the delineation of the boundary of the Yukon district, and I have the honour to request your Lordship's instructions on this point.

I have, &c.
(Signed) GOUGH.

Inclosure 1 in No. 12.

The Earl of Aberdeen to Sir J. Pauncefote.

(Telegraphic.) *Ottawa, June* 1, 1895.

A DETACHMENT of twenty members of mounted police leave Regina to-day *en route* for Canadian section of Yukon country, to arrive at destination by most convenient route at present available, must embark at Seattle, State of Washington, and tranship at St. Michael's, Alaska, their stores, including rifles, being forwarded as freight by the same route. It would greatly facilitate the passing of such stores through United States of America if instructions were issued by Treasury Department to Customs officer at entry and place of transhipment.

Object of expedition being maintenance of order in Canadian mining country adjacent to United States of America, Territory of Alaska, I hope no difficulties in having requisite instructions telegraphed.

Full particulars by post.

Inclosure 2 in No. 12.

Extract from a Report of the Committee of the Honourable the Privy Council, approved by the Governor-General on the 1st June, 1895.

ON a Report, dated the 14th May, 1895, from the Minister of the Interior, submitting that, in the year 1887, the Honourable Thomas White, the Minister of the Interior, authorized the organization of an expedition having for its object the

exploration of that region of the North-West Territories of Canada which is drained by the Yukon River. The work was intrusted to Dr. George M. Dawson, now the Director of the Geological Survey, and Mr. William Ogilvie, the well-known explorer and surveyor. Mr. Dawson devoted the whole of that season, and Dr. Ogilvie a period covering nearly two years, to obtain geological, topographical, and general information, chiefly respecting the tract of country lying adjacent to the 141st meridian of longitude, which, by the Treaty of St. Petersburgh, is designated as the boundary-line from Mount St. Elias to the Arctic Ocean between Alaska and the adjoining possessions of the British Crown which now form part of the North-West Territories of Canada.

2. The Minister states that the explorers found that in proximity to the boundary-line there existed extensive and valuable placer gold mines, in which even then as many as 300 miners were at work. Mr. Ogilvie determined, by a series of lunar observations, the point at which the Yukon River is intersected by the 141st meridian, and marked the same on the ground. He also determined and marked the point at which the western affluent of the Yukon, known as Forty Mile Creek, is crossed by the same meridian line, that point being situated at a distance of about 23 miles from the mouth of the creek. This survey proved that the place which has been selected as the most convenient, owing to the physical conformation of the region, from which to distribute the supplies imported for the various mining camps, and from which to conduct the other business incident to the mining operations—a place situate at the confluence of the Forty Mile Creek and the Yukon, and to which the name of Fort Cudahy has been given—was well within Canadian territory. The greater proportion of the mines then being worked Mr. Ogilvie found to be on the Canadian side of the international boundary-line; but he reported the existence of some mining fields to the south, the exact position of which, with respect to the boundary, he did not have the opportunity to fix.

The Minister further states that the number of persons engaged in mining in the locality mentioned has steadily increased year by year since the date of Mr. Ogilvie's survey, and it is estimated that at the present time not less than 1,000 men are so employed. This number, it is certain, will be greatly augmented during the current season, for reports of the mineral wealth of the region have become widespread—reports which the geological observations of Dr. Dawson would indicate to be well founded. Incident to this mineral development there must follow a corresponding growth in the volume of business of all descriptions, particularly the importation of dutiable goods, and the occupation of tracts of the public lands for mining purposes, which, according to the Mining Regulations, are subject to the payment of certain prescribed dues and charges. The Alaska Commercial Company for many years subsequent to the retirement of the Hudson's Bay Company had a practical monopoly of the trade of the Yukon, carrying into the country and delivering at various points along the river, without regard to the international boundary-line or the Customs Laws and Regulations of Canada, such articles of commerce as were required for the prosecution of the fur trade, and latterly of placer mining, these being the only two existing industries. With the discovery of gold, however, came the organization of a competing Company, known as the North American Transportation and Trading Company having its head-quarters in Chicago, and its chief trading and distributing post at Cudahy. This Company has been engaged in this trade for the past three years, and during the present season will dispatch two ocean steamers from San Francisco to St. Michael's, at the mouth of the Yukon, the merchandize from which will at the last-mentioned point be transhipped into river steamers and carried to points inland, but chiefly to the Company's distributing centre within Canadian territory. Importations of considerable value, consisting of the immediately requisite supplies of the miners and their tools, also reach the Canadian portion of the Yukon district from Juneau, in the United States, by way of the Taiya Inlet, the mountain passes, and the chain of water-ways leading therefrom to Cudahy. Upon none of these importations has any duty been collected, except a sum of 3,248 dol. 80 c. paid to Inspector Constantine last year by the North American Transportation and Trading Company and others, and it is safe to conclude, especially when it is remembered that the country produces none of the articles consumed within it except fresh meat, that a very large revenue is being lost to the public Exchequer under existing conditions.

3. The Minister adds that the Right Rev. W. C. Bompas, Bishop of the Anglican Diocese of Selkirk, whose head-quarters and residence are situate near the place known as Cudahy, and who has devoted many years to the work of civilizing and Christianizing the native Indian population of that remote district, has, in a series of

letters addressed to various persons, including himself (the Minister), called attention to the existence on a large scale of an illicit traffic in intoxicating liquors, and the unsatisfactory social conditions produced by the bringing together of so many men of different nationalities at a spot where the means of enforcing law and order, and of protecting life and property, are so insufficient. These representations have received the strongest confirmation from other trustworthy sources, among which may be specially mentioned the officers of the North American Transportation and Trading Company.

4. The Minister further states that, for the purpose of ascertaining officially and authoritatively the condition of affairs to which the correspondence referred to in the next preceding paragraph of this Minute relates, the Honourable the President of the Privy Council, during the spring of 1894, dispatched Inspector Charles Constantine, of the North-West Mounted Police Force, accompanied by Sergeant Brown, to Fort Cudahy and the mining camps in its vicinity. A copy of the Report made by Mr. Constantine on his return, dated the 10th October, 1894, is appended to this Minute. It establishes the substantial accuracy of the representations already referred to herein. The value of the total output of gold for the past season he estimates at 300,000 dollars, a very large sum considering the relatively short period to which mining operations are, by the nature of the climate, confined. Mr. Constantine left Sergeant Brown at Cudahy for the winter, and that officer has since made reports to his superior officer at regular intervals, the result of which has been to keep the North-West Mounted Police Department well informed as to the condition of the Settlement, and to fortify still further the demand for organized government.

5. The Minister considers that the facts recited clearly establish, first, that the time has arrived when it becomes the duty of the Government of Canada to make more efficient provision for the maintenance of order, the enforcement of the laws, and the administration of justice in the Yukon country, especially in that section of it in which placer mining for gold is being prosecuted upon such an extensive scale, situated near to the boundary separating the North-West Territories from the possessions of the United States in Alaska; and, second, that while such measures as are necessary to that end are called for in the interests of humanity, and particularly for the security and safety of the lives and property of the Canadian subjects of Her Majesty resident in that country who are engaged in legitimate business pursuits, it is evident that, under existing circumstances, a large revenue which is justly due to the Government of Canada, under its Customs, Excise, and Land Laws, and which would go a long way to pay the expenses of government, is being lost for the want of adequate machinery for its collection.

6. The Minister accordingly recommends, with the concurrence of the Honourable the President of the Council, that a detachment of twenty members of the mounted police force, including officers, be detailed at as early a day as possible for service in that portion of the North-West Territories to which this Minute relates; the officer in command, in addition to the magisterial and other duties he may be required to perform by virtue of his office, and under instructions from the Department of Mounted Police, to represent, where necessary, and until other arrangements can be made, all the Departments of the Government having interests in that region, and that particularly he be authorized to perform the duties of Dominion Lands Agent, Collector of Customs, and Collector of Inland Revenue, for which services he shall be paid, in addition to his salary, a commission of 10 per cent. on all sums lawfully collected and satisfactorily accounted for, such percentage not to exceed the sum of 1,000 dollars per annum.

7. The Minister further states that the police, in order to reach their destination by the most convenient route at present available, will have to travel through the United States for a considerable portion of the distance, embarking at Seattle, State of Washington, and transhipping at St. Michael's, Alaska; their stores, including their rifles, will be forwarded as freight by the same route. It would, no doubt, greatly facilitate the passing of such stores through the United States if an intimation of the objects of the expedition were conveyed by your Excellency to the Government of that country, through Her Majesty's Ambassador at Washington, and instructions issued by the Treasury Department to the Customs officers at the port of entry in the State of Washington, and at the place of transhipment in Alaska.

The Minister has caused instructions to be given Mr. William Ogilvie, the surveyor referred to in the first paragraph of this Minute as having, with Dr. Dawson, been intrusted with the conduct of the first Government expedition to the Yukon, to proceed again to that district for the purpose of continuing and extending the work of

determining the 141st meridian, of laying out building lots and mining claims, and generally of performing such duties as may be intrusted to him from time to time. Mr. Ogilvie's qualifications as a surveyor and his previous experience as explorer of this section of the North-West peculiarly fit him for the task.

The Minister observes that, as it appears quite certain, from the Report made by Mr. Ogilvie on his return to Ottawa in 1889, and from the Report of Mr. Constantine, that the operations of the miners are being conducted upon streams which have their sources in the United States' Territory of Alaska, and flow into Canada on their way to join the Yukon, and as doubtless some of the placer diggings under development are situated on the United States' side of the boundary, it is highly desirable, both for the purpose of settling definitely to which country any land occupied for mining or other purposes actually belongs, and in order that the jurisdiction of the Courts and officers of the United States and Canada, for both civil and criminal purposes, may be established, that the determination of the 141st meridian west of Greenwich, from the point of its intersection with the Yukon, as marked by Mr. Ogilvie in 1887-88, for a considerable distance south of the river, and possibly also for some distance to the north, should be proceeded with this season. Mr. Ogilvie's instructions require him to go on with this survey with all convenient speed; but in order that this work may be effective for the accomplishment of the object in view the co-operation of the Government of the United States is necessary. That co-operation may be had in one of two forms: first, and preferably, the appointment of a surveyor to act jointly with Mr. Ogilvie in determining so much of the line as may be found necessary for the purpose of defining the territory of the two countries at the points where the administration of public affairs actually requires this to be done; or, secondly, if the co-operation of the United States in surveying the line cannot be had at this stage, that the demarcation of it which will be made on the ground by Mr. Ogilvie will be recognized by both countries for the present, without prejudice, however, to the rights of either party, when at a later stage a joint delimitation of the line shall be made.

The Minister recommends that the necessary steps be taken to ascertain whether the co-operation of the United States can be obtained in this project, and, if possible, that, in the event of the second alternative proposition being adopted, the Government of the United States will share with the Government of Canada the expense of this preliminary survey.

The Minister states that a precedent for the course recommended was established in 1877, when the boundary between the possessions of the two countries on the Stikine River was surveyed by a Canadian officer, Mr. Joseph Hunter, and accepted by both for the purposes and on the conditions now suggested in respect of the Yukon. It is observed, however, that, while the United States accepted the Stikine survey, in which it had an equal interest with Canada, it paid no part of the expense.

The Minister states that it may be well to add that the Convention entered into at Washington in 1892, between the United States of America and Her Britannic Majesty, for a joint or coincident survey of the territory adjacent to the boundary between Alaska and the North-West Territories of Canada, has relation only to the southern part of the said boundary, and not to the part of it which is formed by the 141st meridian.

The Committee, concurring in the Report of the Minister of the Interior, advise that your Excellency be moved to forward a certified copy of this Minute, and of its Appendices, to his Excellency Her Majesty's Ambassador to the United States.

All which is respectfully submitted for your Excellency's approval.

(Signed) JOHN J. McGEE,
Clerk of the Privy Council.

Sir, *Moosomin, North-West Territories, October* 10, 1894.

I have the honour to report, for your information, that, in obedience to an order received through the Commissioner of the North-West Mounted Police, I left my station at Moosomin, North-West Territories, on Sunday, the 20th day of May, 1894, arriving in Ottawa on the morning of Wednesday, the 23rd May, and reported to the Comptroller of the North-West Mounted Police.

At Ottawa I received instructions from various Departments of the Government to represent them as Dominion Government Agent. On Saturday, the 26th day of May, I left for Regina, viâ Chicago, having been instructed to return by that route in order to see persons interested in the Yukon country. Mr. Hamilton, the Secretary and Treasurer of the North American Transportation and Trading Company, having left Chicago for Seattle, I called on Mr. P. B. Weare, the President of the Company, who wrote and wired to Mr. Hamilton to meet me at Victoria, British Columbia, on Monday, the 11th June, 1894. Mr. Hamilton was there on that date, but through the delays caused by the floods in the valleys of the Columbia and Fraser Rivers I did not get there in time.

I arrived in Regina on Friday, the 1st June, and reported to the Commissioner for any final instructions he might have to give. I left the same day for my post, Moosomin, in order to prepare for the journey.

On Wednesday, the 6th June, 1894, at 7·50 P.M., I started for Victoria, British Columbia, with a hope and slight chance of getting there in order to catch the steamer leaving there on the 12th for Juneau city, Alaska. Staff-Sergeant Brown, of the North-West Mounted Police, joined me at Broadview, North-West Territories, the same night, he being the non-commissioned officer whom I had chosen to go through with me. We arrived at Victoria, British Columbia, at 11·30 on the night of the 17th June, 1894.

On the 22nd June, five days later, I left for Juneau city on the steamer "Queen," arriving at 11·30 A.M. on Tuesday, the 26th June, and found that there was no connection with Dai-Yah at the head of Chilkoot Inlet, and would have to wait until the arrival of the steamer "Chilkat," the usual steamer, the "Rustler," undergoing repairs.

While at Juneau city I laid in my supplies for the trip, as well as various tools, nails, &c., necessary for the building of a boat.

On Friday, the 29th June, 1894, at 7 P.M., the "Chilkat" arrived, and left at 3 A.M. for Dai-Yah. At 9 P.M. on the 29th the steamer "Thistle," survey-boat, came into port. I had not an opportunity of seeing Mr. Ogilvie, as it was uncertain at what hour the "Chilkat" would leave, and could not get any definite information from her officers. At 4 P.M. on the 29th I arrived at Dai-Yah. I at once set about to arrange for final start into the interior. The Indians here are a set of thieves and robbers. Their brain seems to be able to take in but one idea, and that is how much they can get out of you, and being at their mercy as to packing I had as a rule to submit to their extortion.

Saturday, the 30th, was spent in getting the packs made up, and on Sunday, the 1st July, at 7 A.M., we started with seven packs, weighing 800 lbs., at 15 cents per 1 lb.

I left some things at Dai-Yah in charge of Mr. Wilson, a trader there, in order to lessen the weight. They consisted mainly of Forms, Returns, and general stationery which I had sorted over, and a few private clothes, in all amounting to about 300 lbs. We took only a change with us.

For the first 3 miles the path through the woods was good. Then commenced the crossing and recrossing of the river, the water icy cold, and from 1 to 4 feet deep. The shallow parts we waded, and the deeper were crossed either in a canoe or on the backs of Indians, they always taking care to exact 25 cents for each crossing. About 9 P.M. we reached the Cañon and camped for the night.

The name of this river is the Dai-Yah, and at this season was navigable for canoes a distance of about 8 miles from the mouth. The distance travelled this day was about 13 miles.

The next day, the 2nd July, was one of hard travel, the upward grade increasing. Camped at the "Stone Houses," so called from large masses of rocks which have come down from the mountains on either side, and which give a little rude shelter from the cold winds blowing up or down the narrow pass.

At 4 A.M. on Tuesday, the 3rd July, 1894, we broke camp and started for the summit, 3,502 feet above the level of the sea, a hard and dangerous climb over bare rocks and soft snow most of the distance, sinking to nearly our knees at every step. At 4·30 we reached the head of Lake Linderman, where we camped, having been over twelve hours making 12 miles. On Friday, the 6th July, left Linderman and arrived at Fort Cudahy, on the Yukon, at 11·30 on Tuesday, the 7th day of August, 1894, after twenty days' actual travelling, having lost through weather, building of boat, &c., sixteen days.

Routes.

The routes from the south-west to the interior are four in number, viz.:—
The Chilkoot Pass.
The Chilkat Pass.
The White Pass, and up the Taku Inlet and River.

Of these, the Chilkoot is the one used, it may be said, altogether. Starting from the head of Chilkoot Inlet, it goes over the divide, commonly called the "summit," to Lake Linderman, which is connected with Lake Bennet by a swift and narrow river, which is usually run to the head of a rocky point where further progress is arrested by a pile of boulders in midstream. Boats are carried over this point, being about 50 yards wide. Supplies have to be packed a distance of about a mile over a sandy though otherwise a fairly easy portage. From the head of Lake Bennet there are no impediments to navigation until the Cañon is reached. The average boat can be, and usually is, run through this water with part of the load in large boats. The portage about a mile in length, and is a hard one to get over, there being several steep rises, especially the one at the north end, where a rude windlass has been erected for the purpose of hauling up or letting down boats.

The White Horse, a mile or so below the Cañon, is very seldom utilized, though it has been used, notably two seasons ago, by a party of whisky men, in a large scow or barge. I was told this by a miner who was at the rapids at the time and saw it. He said the run was made on the east side of the river, and the boat at the lower end kept alongside the comb of the waves, the boat being steered by a large sweep oar in the stern, and the two men rowing. The boat did not ship water. I am quite satisfied to make the portage of about a mile. From this point to the "Five Fingers" all is smooth travelling, always allowing for wind on the lakes, which often delays people for some days at a time.

The Chilkat Pass is seldom used except by the Indians. There is a trail across from here which comes out at Fort Pelly, and is said to be 200 miles in length, through a wooded country. Horses have been brought into the country by this route. I heard that four were coming in this fall in charge of a man by the name of Dalton.

So far as I can learn the White Pass is not used by any one.

The fourth route mentioned above is one starting from the head of Taku Inlet. It has been travelled by several miners, among them Mr. Neil McArthur, who has been in the country for many years, also has mined in the Cassiar and Cariboo diggings. Mr. McArthur kindly gave me a rough sketch of the lay of the country, which I find nearly agrees with a rough survey made by Mr. Charles Welland Hayes, one of Lieutenant Schwatka's party in the spring of 1891. A rough map as Mr. McArthur described the route is attached.

This route being used would necessitate a travel over about 30 miles which lies in American territory. This no doubt by arrangements between the Governments might be made a regular route for entrance into the country, as the British and American subjects engaged in mining there at the present time are about equally divided.

Mr. Hayes' Report is as follows:—

"Our party consisted at the start of three white men, Mr. Schwatka, the prospector, Mark Russell, and the writer, with seven Indians engaged as boatmen and packers for the first stage of the journey. After a few days spent completing the outfit and waiting for the river to become free of ice, we left Juneau on the 25th May, 1891.

"The large 2-ton dugout canoe in which we embarked was well adapted for navigating the deep waters of the inlet, but we found it poorly suited to the swift and shallow rivers. When the wind blew up stream rapid progress was made, in spite of the current, by spreading two large sails, wing and wing, but when the wind failed our progress, by pulling or tracking, whenever banks permitted, was painfully slow. Seven days were spent in reaching the head of canoe navigation, 8 miles above the South Fork, and about 84 from Juneau. During this part of the journey little opportunity was afforded for studying the geology of the regions traversed, since the boatmen usually kept to the middle of the valley, and we usually made camp at night on one of the small islands which separate the river into many small channels.

"While the Taku River is far from being an ideal highway to the interior, still a flat-bottomed steamer of light draft and good power would probably have no serious difficulty in reaching the mouth of the South Fork, less than 100 miles from a point

of Lake Ahklen which could be reached by steamer from the mouth of the Yukon. The country between these points is practicable for pack animals with the expenditure of comparatively little labour in constructing a trail. It is probably only a question of time when some better way of reaching the Upper Yukon basin than Chilkoot Pass will be demanded, and the Taku route is, so far as yet known, the least objectionable.

"We reached Lake Ahklen 16th June, setting up the two portable canvas canoes which had been packed in from the coast, and continued our journey towards the north-west, down Lake Ahklen and Teslin River, which forms its outlet. The Lewis was reached 24th June, and the Selkirk at the junction of the Lewis and Pelly four days later."

Mr. Govereau, a surveyor in the employ of the British Columbia Government, reports on this route as follows:—

"This route is certainly the best to reach Teslin Lake, one of the sources of the Yukon River. The country is partially open, and not mountainous. By following Nah-Kina River to Katune Creek, and along this 4 or 5 miles, then striking north-east over a low range of mountains, forming an undulating country where generally the snow lies only 1½ to 2 feet deep in winter, and the grazing is good in the summer, the route would be easy. The Taku River opens at the end of April or the beginning of May, and freezes over at the beginning of November, or sometimes later. A trail built from Nah-Kina Junction to Teslin Lake could be kept open for horses five or six months during the year.

"The country traversed is generally dry, few swamps being met with."

Dr. Dawson also makes mention of this route, in Report, Part (B), Annual Report, 1887, p. 154, "B."

By this route all the bad water on the Lewis-Pelly Yukon would be avoided. It might be well worth a thorough exploration and survey. See Dawson's Report, 1887, p. 19, "B."

What the miners require and complain of not having is a comparatively easy route by which they can get in their supplies at a reasonable cost in quantities sufficient to last them a year.

At present their supplies are limited to what they can pack in. When these are used up they have to pay the exorbitant prices charged by the traders, and which are far in advance of a fair profit. It takes what a man makes to keep him, and very few have enough to get out of the country except at the cost of much suffering, hardship, and danger. This refers to men coming in and going out in one season.

Tramways on the portages between Lakes Linderman and Bennet at the Cañon and White Horse would be a great help to small parties, as they are not able to portage their boats alone, and may not have experience to run the Cañon or swift water below. The cost would not be great. The miners are of opinion that the rocks in the channel of the Five Fingers could be removed in winter when the water is low. This would make navigation safe for a steamer *coming down*, then there would be uninterrupted navigable water to the foot of the White Horse, a distance of [illegible] 2,300 miles from the mouth of the river.

Some of the old miners are not in favour of having the route made too easy, as they say it would bring in a class of men who will not work for their living, but would simply come in to prey on those who do. They refer more particularly to gamblers and men of that stamp, which are so numerous in American districts. This is partly selfish, as miners like to keep good things to themselves.

Timber.

The timber is small and scrubby; the best of it is on the islands in the river. Few trees will square more than 10 inches. Travelling down the river it was impossible to form any idea as to the amount. To form a correct one would require time and a special survey. Judging from what I saw going down the river, I should say that it had no commercial value outside of house-logs, firewood, and for use in mining operations.

I am told that the timber in the Stewart River is longer and of much better quality. There are two small saw-mills in the country, one at Sixty Mile Creek and one at Cudahy. Portable 10 to 12 horse-power engines, the whole outfit, with saws, traveller, &c., from 800 to 1,000 dollars. They are chiefly used to square logs for house-building and sawing lumber for river boats.

Fisheries.

The principal fish are salmon, the king and what are known locally as the "dog salmon." Owing to the high water and lateness of the season, fish have been very scarce. Parties who last year put up and dried 1,000, this year could only get 300. The Indians are much troubled about the scarcity. I am told that white fish have been caught at the Sixty Mile Creek. When I was at Fort Cudahy a 12-lb. white fish was brought to the hotel.

Grayling are also plentiful. Trout are caught of a good size in the lakes by trolling.

The scarcity of fish this season is a serious one for the Indians, as they in a great measure depend on them for their winter food, also for food for their dogs, which are beasts of burden in the country.

Weather.

The seasons here are extremes. In the winter the cold has reached 77 degrees below zero; the heat as high as 120 degrees, and has been known at Fort Yukon, about 300 miles below Fort Cudahy, to burst the bulb of the thermometer.

Last winter was the coldest known here in many years. The summer is about four months, but miners cannot work more on the average than three. Winter sets in about the middle of October, and spring opens about the middle of May, but this season it did not open up before the beginning of June, it being at least a month late. This summer has been a very wet one, more so than for years past. The average snowfall is about 1 foot, and is dry; no dampness in the air. The climate is healthy. Indians are liable and subject to chest diseases. The whites have no special disease. Rheumatism is very prevalent, owing to great exposure.

Agricultural.

The amount of land fit for cultivation is very limited. Coarse grains and vegetables will grow, but the yield is small and uncertain, and the size also. Potatoes in Fort Cudahy were in blossom when I was there, and radishes were fit for and put on the table.

At Harper's, at Pelly, 240 miles south of here (Cudahy), summer frosts are frequent. The amount of hay along the river and easy of access is small, though of good quality. The soil is usually frozen at a depth of 3 or 4 feet in ordinary situations, in colder ones to about 18 inches of the surface. This layer of frozen soil is from 8 to 10 feet deep in favourable exposures. In gulches and places where the sun cannot get at it, it never thaws. In places where the soil is drained and not covered with moss, which is from 1 to 3 feet in depth, the frozen layer is much further below the surface. I, therefore, have no doubt that in southerly exposures, by draining and deep ploughing, the ground could be reclaimed and made fit for agricultural purposes to some extent, though we cannot look for a self-supporting agricultural district, nor expect any one in the country to subsist by farming alone. Still, the agricultural resources of the country might be much developed by those having the energy, patience, and knowledge to make use of their opportunities, always bearing in mind the difference in the years.

The winter in the Hootalinka, Pelly, and Stewart Rivers districts is less severe, and the summer from a month to six weeks longer.

Fuel.

Wood will be the only fuel used or available for fuel for some time to come. It is ready at hand. In clearing a place to build a cabin the trees cut will furnish the supply for the winter. There is much fallen and dry timber in the woods, especially on the shores both of the mainland and the islands in the river, where in many places the ice moving about in the spring has simply cut it down and laid it up in winrows.

About 5 miles above the Five Fingers, Cormac of Fort Pelly has driven a tunnel

in the bank of the river nearly 60 feet above the water. This he has timbered, and, I am informed, has mined some fair coal, which does well for blacksmiths' use. When at Pelly on my way down I was unable to get a sample of the coal, and could not get any afterwards.

However good the coal may turn out to be, the fuel for some time yet in this country will be wood. Wood is now sold on the river bank at 4 dollars per cord.

I am further informed that there are three places where coal is found in abundance near Fort Cudahy, the furthest distance being about 35 miles south and east, with Cormac's seam about 300 miles south on the Lewis River.

I have got a sample of coal from about 30 miles south of here (Cudahy). This sample was found on the bank of a small stream, and is said to be found in abundance.

Mining.

On the west side of the Yukon the gold-bearing creeks are: Franklin Gulch, Davis Creek, Clinton Creek, Nugget Gulch, O'Brien's Creek, Napoleon Creek, Cañon Creek, and Madison Creek (these are wholly or partly in Alaska); Sixty Mile Creek. Its tributaries are Gold Creek, Glacier Creek and Miller Creek, and Bed Rock Creek. These are the only ones that any mining has been done on, and they also are wholly or in part in Alaska. There is a large difference of opinion as to which side of the line they are on.

Of the rivers and creeks above mentioned, Forty Mile Creek is worked out, Franklin Gulch is about half worked, Nugget Gulch has not been much worked, Davis Creek about half worked, Clinton Creek has not turned out of much value; O'Brien Creek has not been much worked, as it was only this summer that it was discovered; Napoleon Creek has only been worked this season, and has shown up well so far; Cañon Creek has been worked by a few men two seasons, and has paid 12 to 14 dollars per day; Madison Creek is new, worked only one season. Sixty Mile Creek is 120 miles south of Cudahy. About 60 miles of the creek is in the North-West Territories. Gold Creek is good; this is the second season. Miller's Creek is also being worked, and has proved the best creek in the country so far. Glacier Creek has only been opened this season, and so far the returns have been good. Last summer two men worked this creek and made 21 dollars a-day each. They are still working there. These are also in American territory.

The size of the claims as laid down in the Mining Act are considered too small by the miners, who think it should be 500 feet up and down the gulch and from rim to rim in width. The rim in all creeks would not be the same, as in some it might not be more than 50 feet, and in others 1,000 feet. The average would be about 600 feet. What is called the rim is where the bed rock appears above the level of the creek, and runs in width according to the size of it.

The reasons for this size of claim are:—

The most of them have from 3 to 10 feet of moss and decayed matter, which is, with the exception of the moss, always frozen, and in order to get this off water must be got on top, and 100 feet will not give a man sufficient grade to do so, and for this reason the extra 400 feet are required. It also takes two seasons to get a start on the work. Even then the miners say that 500 feet is not enough in all cases, but consider it a fair amount all around.

Bar diggings are not permanent, as the bars are continually shifting, especially Stewart River. Any work that is done in winter has to be by the aid of fire. In the gulches during the past two years considerable of this sort of work has been done by those who have remained in the gulches during the winter.

On the east side of the Yukon the Stewart, Pelly, Hootalinka, Big and Little Salmon are wholly in the North-West Territories.

The Stewart is all bar digging up to the present, and so far has proved to be best paying. The Pelly is doubtful at present. Hootalinka has done fairly well, and much is expected from it in the future. Both on the Stewart and Pelly many men have been working this summer.

The Big and Little Salmon have also paid well to the few who have been working. These are all bar diggings.

One reason why more men are not at work on these rivers is the difficulty of getting in provisions.

The miners as a rule have faith in the future of the country, not that gold is in

any one place in large quantities, but appears to be all through it, and that it only requires exploring and opening up.

From the time one leaves Juneau to Point Barrow the country is full of mineral wealth, chiefly gold, but there is also silver and copper to be found.

At present the mining industry is only in its infancy. The country has not been thoroughly prospected for reasons already given, and up to the present the returns may be summed up, that a few have done well, a few made good wages, but the majority have made only a living, partly owing to not knowing much about mining, and the short season. As far as I can learn, the output last year was about 300,000 dollars from all sources.

The miners are anxious that the boundary in the gold-bearing belt should be fixed without delay.

No quartz mines have been opened up for two reasons; they are:—

1. It requires capital and time, the depth of moss being the great drawback to prospecting.

2. There are no immediate returns, as in the placer or bar mining, which is necessary for the existence of the miner, as none have more than will get them into the country and buy a little coarse food to go on with during the first season. If they make a little then it is required to keep them during the long and cold winter.

The traders will give them food for the summer's work, and, as the miners are as a rule honest, in the long run those who supply them are paid, with a large amount of interest as well.

Some coarse gold is found on Miller Creek, Franklin and Davis Creek, and Nugget Gulch, but on the bars it is fine. Only one large nugget has been found, and that in Franklin Gulch. Its weight was 30 oz., and intrinsic value 510 dollars.

Quartz mining will in time be the leading class of mining in this country. The face of the country as far as the Arctic Ocean and Mackenzie is entirely mountainous, and may be compared with the teeth of a saw. It is mineralized through. Ledges have been found and specimens brought in and analyzed with very good results. It commences at the boundary and goes through the country in all directions. Gold and silver quartz have been found on Bennet Lake, and which, in silver, is especially rich; I am informed that rich specimens of gold and silver rock have been found on the Hootalinka. There are rich mines on the Porcupine, but I was unable to learn on which side of the line they were situated.

Indian Creek, about 75 miles above Forty Mile, has just been found rich. This creek is wholly in the North-West Territories.

A meeting of the miners was called at Forty Mile Creek to petition the Minister of the Interior to have the Mining Laws changed so as to increase the size of placer claims to 500 feet in width, with a free location to the discoverer, and a second claim for the discovery. This in my opinion is unreasonable; the second claim would be for speculative purposes only.

I think the case would be met by having the size of the claim changed to 500 feet in the Yukon district—from 100 to 500 feet; the fee at the same time being raised from 5 dollars to 15 dollars on gulch claims. Bench, or high bar diggings: the low bar to remain as at present.

Trading Posts.

At Forty Mile, McQuestion and Co. are the traders, and usually have a good supply of miners' supplies on hand. The goods are chiefly food and rough clothing, which are sent them by the Alaska Commercial Company. At Fort Cudahy, 1 mile lower down the Yukon, and north of Forty Mile, the North American Trading and Transportation Company have a store. The class of goods sold by them are the same as by McQuestion and Co.

The goods for this first-mentioned establishment are supplied by the San Francisco Company, for whom they act as agents selling on commission. Mr. Harper, who I am informed is the local Manager for the San Francisco Company, has a trading post 20 miles below Stewart River, opposite Sixty Mile Creek, and one at Pelly.

I am informed that Mr. Healy is about to open at Stewart River and Pelly this fall.

A post at the junction of the Hootalinka and Lewis River would be a great boon to the miner on the upper part of the river.

Prices are high, if not in some cases exorbitant.

Liquor Traffic.

The liquor traffic in the country is assuming large proportions, and will have to be dealt with by a strong hand, and a sufficient force will be necessary to enforce the provisions of the law. The country at present is ruled by a "Whiskey Ring," of which I am told McQuestion and Co. are at the head. At present there are five saloons running, and I hear more will be open as the miners come in for the winter.

The liquor sold to the whites is of good quality, and retails at 50 cents a drink. It comes in principally from Fort Simpson, on the coast, is packed over the "Summit," and brought down the river in boats. I hear 3,000 gallons have come in during the year just past.

The Indians make out of molasses, sugar, and dried fruit a liquor locally known as "hoo-chin-oo," and is very like the liquor made at the Cape and styled "Cape smoke." It is very strong, more like pure alcohol, both in appearance and taste.

So far as my information goes, miners would like to see a high licence and a stop put to the sale of liquor to Indians. Prohibition would be very hard to enforce, if not almost impossible, owing to the nature of the country, with its facilities for hiding liquor and illicit stills in the many ravines and gulches which Indians could only find and travel to.

The Prohibitory Law in Alaska is in reality a dead letter.

In Juneau liquor is sold openly, and no real attempt, so far as I could learn, is made to enforce the law there. Some difficulty might arise in the working of the present Liquor Law of the North-West Territories, and special legislation might be required to suit the situation. I refer more particularly to the machinery for the granting of licences, as the Inspector or the Commissioners would necessarily be men of extreme views either way, and would suggest, should it be determined to grant them, that it be left in the hands of the police if it is decided to send them into that country.

Many of the miners do not drink at all, and but few to excess, and those who do would, wherever they are. When they come in from the mines for the winter, they have a general carouse, but this is not confined to that section of the country alone. After this has been gone through, the camp settles down for a time, and is then quiet for a mining camp in winter.

Government of the District.

The following is an expression of opinion from Bishop Bompas:—

"The miners appear anxious to maintain good order, and have hitherto arranged in their meetings all matters of mining claims and building lots. The Indians are quite peaceable and trustworthy. If any disturbance occurs it will be only by some white man making an attack on an Indian, but the Indians, seeing the danger of this, do not seem now inclined to drink with the whites as at first. Magistrates, police, and gaol are urgently called for."

The Bishop goes on to say:—

"It does not seem needful to enforce in this district the disuse of rifle ammunition among the Indians. Any idea of war or rebellion appears to be quite unknown among them, and would be put down by the miners with a high hand. They have already hung one Indian on the Lower Yukon (American territory) for the murder of a white.

"Rifles are chiefly used by the Indians in hunting the moose and other deer, by which they obtain food for themselves and for sale to the whites. This is the only fresh meat procurable in that district.

"If the Government check the use of rifles by the Indians it would seem needful for them to provide the Indians here with Hudson's Bay Company's shot-guns for hunting. These the Indians desire, but cannot obtain them on this side, and it is hard to get other than rifles from the American side."

Mail Service.

At present there is only one mail in the year that can be relied on, that which comes in by the Commercial Company's steamer. Any other letters that are brought

in come by miners or others who may happen to think of them before leaving Juneau or Dia-Yah.

In the ordinary course of the present mail service, or rather want of mail service, a letter written in Eastern Canada later than May would not arrive at Forty Mile until the following May, and no answer would be received for another year.

A mail route could, it is thought, be established either by way of the Hootalinka River or the "Summit," to or from Juneau, where it could be shipped to Victoria or the nearest port as freight, if postal arrangements are such that it could not be sent to Juneau from the United States' Post Office.

This is a matter that requires careful consideration, both from its bearing in opening up the country and on the score of expense. Any mail should be confined to letters only, as the expense of papers or parcels would not be warranted by the rate of postage.

There are two routes that would be available for early spring and late fall, viz. :—

1. By way of portage and Upper Yukon for letters only.
2. The summer could be viâ St. Michael's and Lower Yukon.

By this route, which is available only during the months of July, August, and September, this mail could carry papers and small parcels, and could be posted for Yukon at Victoria, and marked "viâ boat." This would get four mails in and five out during the year, and should, I think, be performed for 5,000 or 6,000 dollars a-year.

The mail by the mouth of the river should be sent viâ Victoria, and not later than from the 1st to the 15th June. The second not later than the 1st August.

The mail coming in over the range should leave Victoria about the 1st May and 1st September. A special messenger would have to bring the mail from Victoria to Fort Cudahy viâ the range, or personal effects on American boats and through American territory. This would be included in contract price.

Schools.

With the exception of the schools at the Church of England Mission there are none in the district, and these are attended mostly by Indian or half-breed children, with the exception of perhaps three or four whites at Forty Mile.

The Mission schools are three in number, viz., Buxton Mission school at Cudahy, one at Pelly, and one at Rampart House, near the mouth of the Porcupine River. The average attendance at the three schools is, I am informed, about sixty per day, the attendance being higher or diminished as the Indians are at the Settlement or out fishing or hunting.

These schools are kept up by generosity of friends in England, and are purely voluntary.

The children are stated to be as intelligent as white ones of the same age, but when out a short time their memories soon fail.

It is estimated that the cost of keeping an Indian child at school is 100 dollars a-year. This is for food only; another 20 dollars is required for clothing.

Bishop Bompas, in connection with grants for schools for the benefit of the Indians, says :—

"The American Government are liberal in regard to education of Indians in Alaska, and 30,000 dollars is granted annually to Missions for this purpose, under the superintendence of Dr. Sheldon Jackson, as Education Agent. The English Missions on the British side, being at present without Government education grant, can hardly compete with the American schools. A Government allowance of, say, 2,000 dollars for the Indian schools in connection with the English Missions would be very acceptable."

Many of the respectable miners would bring in their families if schools were established, or if they would be within a reasonable time. At present there are about eight white children of school age.

It appears to be the desire that a school should be established, and the North American Trading and Transportation Company, through Mrs. Healy, wife of the Manager, said they would board a female teacher free for a time.

It is doubtful what view the Bishop would take of such a school that would interfere in a measure with his, but I think he would assist, and probably would take an interest in the work.

Indians.

From the best information obtainable, the number of Indians and Eskimo on the Arctic coast, Pelly and Yukon Rivers, in British possession, or under their influence, are about 5,000 all told.

It is very difficult to get reliable figures owing to the roving about of the different bands, but this number may be taken as fairly approximate.

They are a lazy, shiftless lot, and are contended to hang around the mining camps. They suffer much from chest trouble, and die young.

In 1865 scarlet fever was epidemic on the Yukon River. The fever was communicated to the Chilkoot Indians, and from them it spread to the Indians on the Upper Yukon, and passed on by them down the river to the entrance of the No-to-ki-kat or Doll River, where they all died, and the disease spent. This appears to have been the only epidemic that has appeared.

The Indians inhabiting the shores of the river live principally on salmon during the winter, and when there is a failure of this fish, as there was this season, are in danger of want. This should not be the case if they showed a little energy, as if they went back from the river a few miles large game is plentiful.

On Monday, the 13th August, 1894, I had a meeting with the Indians, who, through the kindness of Bishop Bompas, had been asked to meet me for a talk, the Bishop being present, and was good enough to act as interpreter between us. The following is Chief Charlie's speech :—

"I am quite happy and contented, and would like to see the English come and take care of the country. I like the English better than the Americans. There are plenty of furs in this country, and I would like the English traders (meaning the Hudson's Bay Company) to come and trade with us because the goods are better, and they deal more fairly with us.

"The white men kill our dogs, but think it is only done when they catch them eating their goods. I am sorry to hear the minister (the Bishop) is leaving us, but would have my sorrow lessened by knowing the English were coming to look after matters, as he believes the white men tell lies about the dogs doing so much damage.

"We have got very few fish this season owing to the high water and lateness of the season.

"I have drunk whiskey myself, but I do not take it every day. It makes me sick.

"I am sorry my country is 100 miles down the river, but I do my trading here. I look upon this as my country, as I trade here."

Benjamin, a Headman who lives at Forty Mile, spoke as follows :—

"There are very few of the Indians here. I am leaving myself shortly, and others with me, because the white men kill our dogs. They will then be sorry, as they will not then have any one to get them fresh meat. The Hudson's Bay Company used to give us tea, tobacco, and shot for nothing; the traders here will not do so, but make us pay for them."

The answer to this was if they took more care of their dogs there would not be so much trouble about them. That white men knew the value of these dogs in the country, but had to protect their property, and that the owners of the dogs should help them to do so, so far as they were able by tying them up, but from what had come under my notice on the way down did not do so, but had shared with the dogs what they had stolen from the boats.

They were also cautioned about drinking whiskey, and that the Chiefs as men in authority should set a good example to the others by not drinking it, and especially by doing all in their power to prevent the making of it, as it would surely get the Indians into trouble if they persisted in doing so.

The Indians met along the river appeared to be of a very low order of intelligence, and are scattered along the river from the foot of Lake La Barge to Forty Mile, camping chiefly at the mouths of the smaller streams flowing into the Lewis and Pelly Yukon, and are engaged in salmon-fishing. Those met at the foot of Lake La Barge were the cleanest and most intelligent. One of the first questions asked by them was if we had any whiskey.

Many of the Indians at Forty Mile are American Indians, and are living there for what they can get from the miners.

Furs.

Furs are fairly plentiful. The black, silver, and cross fox seem to come in in larger proportions than others, and their value would I think equal, if not exceed, that of all the others. The red fox is common, and on the coast the blue and white. Marten and sable are numerous, also bear, black, brown, and grizzly.

From what I can learn, the value of furs exported during the year would be between 40,000 and 50,000 dollars.

A few otters are got.

Beaver seem to be scarce.

Game.

Along the river game is scarce, no doubt on account of the number of persons going down who shoot at anything alive.

Eight or ten miles back I am told it is quite plentiful, and that vast herds of cariboo are found in the uplands. Moose are plentiful farther back, and the meat is sold to the whites at 10 cents per lb., the hunting being chiefly done by the Indians, who with their usual improvidence kill all they can. Should the country fill up with whites in a short time, the moose would be exterminated.

Feathered game is fairly abundant. A few hares are found, but they appear to be few.

The "big horn" is found among the high mountains, some distance back, also the mountain goat. They are seldom seen from the river. The prospectors report them numerous in certain localities.

The ravens seem to be the most numerous of birds along the river; a few whiskey jacks, an eagle or two, were seen.

Nationalities.

The white population is composed of Americans and Canadians, about equally divided. Quite a number of French Canadians are working and doing well. There are also a few English in the mines.

One Arab is working at Glacier Creek.

One Armenian at Davis, and two at Birch, Creek.

One Greek at the Glacier, and one Chilean at Davis.

All appear to get on well together.

The labour troubles in the United States have sent many men in from there; some of the men coming in having their wives and families.

Up to the 1st July, 535 souls had passed Dia-Yah for the Yukon district. Of these, nearly all came through. A few went back from, or after leaving, Dia-Yah, frightened with the outlook. Two or three from the Cañon, or White Horse. Some went out by the mouth of the river after being at Forty Mile a day or two. Most of the miners going out this fall are going by the mouth of the river, for, tough and hardy as they are, dread the hardship of going out by the Mountain Pass.

In the spring of 1894 some Japanese and Chinese arrived at Dia-Yah, with the intention of going into the interior. A party of whites, numbering about 200, hearing of their landing, held a meeting, and it was decided that they were not to be allowed to enter the country. A party representing the miners went back until they met these strangers near the Cañon, and told them that they would not be allowed to go into the country, and if they value their lives they would not make the attempt. The foreigners took the hint and returned. This shows the feeling there as regards the Chinese in this section of the country.

This occurred in American territory.

Open Land or Flats.

These are not numerous or large in this district.

A few miles down Lake La Brayge, as seen from the boat, there appears to be a valley of some considerable extent, with a small stream flowing through it. On the

west side of the lake, near the lower end, quite a large level plain appears. Ogilvie's Valley appears to be wide and deep, but as I only saw this from a distance, no definite estimate could be formed of its extent, or agricultural capabilities, or the size or quality of any timber growing there.

At Fort Pelly (old Fort Selkirk), on the west bank of the river, is a large flat tract of land. The soil is gravelly, and, except in the immediate vicinity of the post, is covered with timber.

At White River there is a large flat, timbered and covered with moss, which prevents the sun having any action on the frost in the ground. The soil is poor.

At Stewart River, and the site of Fort Reliance, there are a considerable number of flats, but whether they are of any value for farming purposes or not I cannot say, and probably the same remarks are applicable to them as the others.

At Forty Mile there is a flat of 500 or 600 acres.

Only hardy roots will grow, and of them the crop is uncertain. At this date, 19th August, potatoes are only in blossom.

The country is, indeed, very desolate and inhospitable. The Yukon district has been up to the present time a sort of "no man's" land, the boundary between Alaska and the North-West Territories not having been defined or officially declared. Law and order in the country has been enforced by a Committee of miners, and, with the exception of one shooting and cutting case last winter, has been quiet and orderly as much as in other portions of the North-West Territories.

In the case of shooting and cutting mentioned the parties implicated were both drunk. The miners took the matter up, and gave the principals to understand that they would be ordered out of the country if any further trouble took place between them, and the one who did the shooting, that if the man he shot died, they would hang him. Since then things have been quiet. This is the case on which so much stress has been laid by certain parties here. One of the parties is living in town, and the other at Davis Creek, in Alaska.

For a mining camp the place is very quiet. In the fall, when the miners come in, there is a general carouse, accompanied with the firing of pistols and guns.

A woman is treated with more respect here by the miners than she would be in an eastern town by those who are supposed to be far above them, morally and socially. During the four weeks I saw but one drunken miner. On the other hand, the men have not yet come in in any numbers from the diggings.

Gambling appears to be the principal amusement during the long winter, and many lost all the proceeds of the summer work in a night or two. There are no regular gambling-houses, it being done in the different cabins as chance may bring them together, and in the saloons. The miners are very jealous of what they consider their rights, and from what I could see and learn, any enforcement of the different laws will have to be backed up with strong force, at least for a time.

Last winter about 260 miners wintered at Cudahy, and this winter about 500 are expected. It is during this time that any police will have their work to do. Smaller camps may be built at Sixty Mile and Pelly posts, as these places are the depôts for that section of the country; the former being 100 miles and the latter 220 miles up the river from Forty Mile. During the summer a detachment will be necessary at either Sixty Mile or Pelly. The last-named would, I think, be the best place, as it is close to the Pelly River, about 187 miles from the Hootalinka River, where it is most likely that a large number will work next season, and about 100 miles from the Stewart.

Composition of Detachment.

The force sent in, if any, should consist of two officers, one surgeon, three sergeants (one to act as sergeant-major), three corporals, and thirty-five or forty constables.

This may appear a large number of men at first sight, but from the country and the work they will have to do is not more than sufficient. They should be of not less than two years' service, and from 22 to 30 years of age, of large and powerful build, men who do not drink.

It is to be remembered that they are alone in a country, to all intents and purposes shut out from the outer world for eight months in the year. That it takes two months to get any word out, and nearly the same to get any in. During ten months they are left to their resources, having entirely to depend on themselves in an emergency.

Getting into the Country.

The route by the Chilkoot Pass down the Lewis, Pelly, and Yukon is not fit for a large body of men to come through. The cost of packing supplies alone for the trip would be great.

It appears to me that the cheapest and most expeditious way of getting to Cudahy would be to use a Government steamer or a chartered one from the port of Victoria, British Columbia, to St. Michael's, and to arrange with one of the local trading Companies to transport them up the river by one or more of their river boats, thus being able to get there early in the season by arrangement perfected this fall or winter.

In this case, the ship from Victoria, British Columbia, should leave about the 15th June, thus arriving at St. Michael's from the 1st to 4th July, before which time no vessel can with safety enter the bay for the blockade of ice.

A rate can be had from the North American Transportation and Trading Company. They will transport the officers and men from Victoria to Forty Mile for 100 dollars each; this included everything. The same Company will transport freight between the same points for 85 or 90 dollars per ton of 2,000 lbs.

Means of getting about the Country.

The highways of the country are the rivers, and all travelling is done in boats, up-stream work is done by poling, which even to the most practised is hard and exhausting work, 20 miles a-day being considered a good day's work, although 25 miles is sometimes made, according to the part of the river travelled. From Fort Cudahy is the hardest part of the river.

What is required, and without which we should be useless, is a high-power, flat-bottomed, stern-wheel steamer, say, about 40 feet long and 12 feet beam, with deck well projecting over the hull. One capable of 15 miles an hour, in still water, not drawing more than 12 to 18 inches when loaded.

The capstan should be capable of being worked by steam, as it would be required to work up some to the rivers, notably the "Five Fingers" rapids.

Such a boat would not require cabins or upper works other than an awning, men on the trip camping on the shore for the night.

Such a boat could be got ready in the east during the winter, sent to St. Michael's, 80 miles from the mouth of the Yukon, and might be put together there and go up the river loaded, or, if built, could be carried on deck of ship. A couple of small boats would also be required, but these could be made at Cudahy by an ordinary carpenter.

Buildings.

The building of barracks and the necessary offices would consume the greater part of the open season after the arrival of the men. The ground to be cleared, and moss to be gathered and dried for putting between the logs, logs which can only be got by going up the rivers from about 10 to 40 miles. The best ones procurable are about 40 miles up and are on the islands. They are from 20 to 50 feet long, and will be at the butt from 12 to 14 inches and at the small end 6 to 8 inches. These would have to be rafted down, hauled out of the water, and hewn or sawn on one side.

A portable saw-mill of about 10-horse power, with a 36-inch saw, would be most useful, if not almost necessary. It would do the work of hauling logs out of the river, as well as cut the fire-wood, which is no small quantity in the country, for the winter's use, and for sawing such rough lumber required for the quarters.

The roofs are made of heavy coarse lumber (or slabs ?). These covered with earth and moss for a depth of about a foot or 16 inches.

Clothing.

Owing to the severity of the climate, extra clothing, both in warmth and quantity, will be needed, also a good supply to issue on repayment, beside the regular annual issues.

The following I would suggest for summer wear:—

Duck trousers, lined, with plenty of pockets. A jacket something after the Norfolk pattern, lined with flannel. Cow-boy hat. A slicker. Gum boots to thigh, and native water boots, also ordinary ammunition boots.

For winter, dress of the country, and special fur cap. Snow shoes should also be kept in stores, native pattern. They cost from 2 to 7 dollars per pair.

A "parka" or dress of the country is brought down. The price for a quantity is about 12 dollars each. I have also brought the foot-wear used.

Extra blankets should be issued.

It would be well also to provide some sort of single mattrass; hay to stuff paillasses cannot be got, and the moss of the country either gets hard and lumpy or falls into dust. Bedsteads could be made here, if the saw-mill already mentioned is sent. Any lumber that can be got here is worth about 150 dollars per m.

Rations and Reserve of Food.

The rations supplied should be of the best and freshest of the kind. The food is at the best coarse. Few, if any, luxuries are to be had, bacon, beans, and flour being the staples. Potatoes or onions, except in very small quantities and very large prices, are not to be had. Desiccated vegetables issued two or three times a-week would benefit the men. A liberal scale of diet is necessary, with as many changes as is possible to give.

I would suggest that, if men are sent in by chartered vessel, a reserve supply for at least six months should also be sent. These could be stored for two winters and then issued, a fresh supply being sent in the third season. Should any disaster happen to the vessel or vessels of the Companies trading in the district, it would be a very serious matter, and want and suffering, perhaps starvation, would occur, as it has done before, I believe, once in the history of the country some four years ago.

The following articles of barrack furniture should be sent in by the same boat:—

Stoves, cooking, No. 6, including extra size for mess; No. 9 for others.

Pipes and elbows, 7-inch extra heavy iron. Thimbles and wire. Set carpenters' tools.

Blacksmiths' portable forge, anvil, and tools.

Books for library for men, games, &c.

Billiard table, if possible.

Nails, assorted sizes.

Screws, assorted sizes.

Round iron and band iron.

Pumps, three—one large force, two hand, with hose and some lead pipe.

Large boiler for bath-room. Window-sashes, putty, and glass. Double windows.

Ammunition, &c.

A reserve supply of ammunition would be needed, say, 1,000 rounds carbine per man.

500 rounds of pistol per man.

Waterproof carbine covers should be issued. It might be that the present pattern of cover might be covered with some waterproof preparation.

The present style of pistol holster is not suited for duty here. The wet and cold would seriously interfere with the working of the flap. The cow-boy holster, open at the top, appears to be the handiest.

Extra Pay (Working) for Men.

As the first season will be taken up getting ready for winter, and the work of getting so will have to be done chiefly, if not altogether, by the men themselves, for this reason a few carpenters, a blacksmith, and a couple of engineers should be among these sent in. Wages are very high here, ranging from 6 to 10 dollars per day, according to the season and kind of work, and amount to be done.

Arrangements should be made whereby the present rate of working pay might as special be increased to 1 dollar and 1 dol. 50 c. for skilled artizans. This, with the rate of regular pay, should stimulate and content the men, and under the special circumstances would not be too much for the work to be done.

Forty Mile Camp, St. John's Mission, and Fort Cudahy.

The mining camp of Forty Mile is situated at the confluence of the Yukon River and the Forty Mile Creek. It is so called from the supposed distance from Old Fort Reliance, though it is, in fact, about 45 miles from the site of that post.

The village or camp consists of about 150 log cabins, of an average size of 20 by 24 feet. There are about half-a-dozen fair-sized houses, two or three being two stories high. McQuestion and Co. have built a large warehouse. All the buildings are log. The cabins are either built by the miners or for them. Some of the logs used in the construction are squared, others round and barked. All logs should be barked, as a certain insect then will not deposit its eggs in them, and a harsh grating noise, very much like the working of a saw, will not be an annoyance. When building the usual plan is to cut a trench through the moss, lay as large a log as can be procured in the bottom, then a layer of moss, a second log, and so on till the desired height is reached. The roof is made by putting slabs or poles over strong beams, cover them with 8, 10, or 12 inches of moss, on this again as much earth as can be conveniently procured, usually about 8 or 10 inches. This soil dries out and is used for growing vegetables on, such as turnips and radishes; in any case they are covered with a growth of some sort of weeds.

The flat on which the camp is built contains about 700 or 800 acres, and is divided from the mainland by a ravine, which, during the period of high water, is a fair-sized river. The place was flooded this spring to a depth of about 4 feet.

The highest land is between the camp and the Mission. This was dry last spring, although the water was the highest known for years.

The people living in the place have this summer built a bridge across this ravine, the banks of which are between 30 and 40 feet high. As soon as the winter sets in it will be taken down to save it from the ice next spring.

St. John's Mission is on an island of about 5 or 6 acres, and on it are erected the buildings occupied by the Bishop as dwelling-house, and the school-buildings. The large school-room is used as a church on Sundays. The Indian village is on this island.

The Mission buildings are the first that you come to on the way down the river.

Fort Cudahy is about a mile lower down the river to the north, and north of Forty Mile Creek. The land here is higher, but not so wide. The flat ends at the north at an abrupt rock which rises almost perpendicularly from the river to a height of about 800 feet. The flat at Fort Cudahy is not as wide as that at Forty Mile. There are twelve cabins on this flat, besides the store and store-houses of the North American Transportation and Trading Company.

Rugged hills form the background, these are covered with small timber. The River (Yukon) opposite Fort Cudahy is nearly 800 yards wide at low water. The current runs between 4 and 5 miles an hour.

Customs.

Customs duties were distasteful, and at one time there looked as if there might be trouble in collecting. Better counsels, however, prevailed, and I brought out with me cheques, drafts, and orders amounting to 3,248 dol. 82 c. Neither the coin nor gold dust was procurable, as all in the Settlement to any amount had been sent east by the first boats. As these drafts, &c., will be honoured on presentation it is perhaps the safer way to bring it out.

Staff-Sergeant Brown remained in this winter in order to wind up the remainder of this part of the duty; he should collect between 2,000 and 3,000 dollars more. What I got in some cases was on account of the duties, as all the goods were not in, nor the original invoices up from St. Michael's, but it is said would be when the boats came up on the last trip. They should arrive at Forty Mile about the end of the first week in October at the latest.

The American Customs were giving all the trouble they could to the North American Transportation and Trading Company, on account of their buying many of their goods in Canada, putting an Inspector in charge of the goods as far as the boundary, 35 miles north of Fort Cudahy, and insisting on the Company giving security for the Customs officer's expenses until such time as he would arrive at the place from which he was sent.

It was also stated, on the authority of a man named Goldsmith, that the agent of the Alaska Commercial Company at St. Michael's, Mr. Wilson, had orders to prevent any English or Canadian vessel unlading any goods at that place, although the North American Company had a warehouse there. It is said that the Alaska Commercial Company keep a paid lobbyist at Washington, of the name of Elliott, to throw all obstacles in the way of any other Company getting a foothold in the Yukon territory, and this appears to be borne out by the fact that the orders in this case come direct from Washington.

Besides the amount already mentioned as having been collected for customs, I have collected, on account of the Department of the Interior, the sum of 485 dollars.

I desire to acknowledge the courteous treatment received from Captain M. A. Healy, of the United States' revenue-cutter "Bear," in giving me a passage from St. Michael's to Ounalaska; to Captain E. H. Blair, of Her Majesty's ship "Pheasant," for his kindness in bringing me from Ounalaska to Victoria. Through the courtesy of these officers I was enabled to make the passage home fully a month earlier than I otherwise would have done, as the regular steamer would not have left St. Michael's until about the 1st October, and, going through to San Francisco, would have obliged me to travel some 1,500 miles further, *i.e.*, the distance from Victoria to San Francisco and return.

I also beg to bring before your notice the great assistance rendered me by Regimental No. 1694, Staff-Sergeant Charles Brown, of B Division North-West Mounted Police. His energy and knowledge of boat work were very valuable on such a trip as we had. I hope he will be rewarded. He is a good man in every way.

When I left Fort Cudahy Staff-Sergeant Brown was on duty at Fort Selkirk in matters relating to customs. I left instructions for him to be at St. Michael's by first boat in the spring, where he would receive instructions as to his further movements.

A copy of my diary is attached; also rough maps and a plan of Forty Mile and Fort Cudahy, together with a Meteorological Return for the years 1892 and 1893.

I have, &c.

(Signed) C. CONSTANTINE, *Inspector.*

The Hon. W. B. Ives,
President of the Privy Council, Ottawa.

Inclosure 3 in No. 12.

Copy of a Diary from May 20 to October 8, 1894.

Sunday, May 20, 1894.—Left for Ottawa at 6·10 A.M., and Winnipeg at 6·20 P.M.

Monday, May 21.—Arrived at Fort William. Raining.

Tuesday, May 22.—On road.

Wednesday, May 23.—Arrived in Ottawa at 4·12 A.M. Went to see Mr. F. White, who went with me to see the different Ministers, &c. Wrote Staff-Sergeant Brown. Arranged with Comptroller about allowances, &c.

Thursday, May 24.—At Mr. White's office all morning.

Friday, May 25.—At work at different matters during the day.

Saturday, May 26.—To meet Mr. Watters at 2 P.M., and Mr. Burgess at 9·30 A.M. Met both parties. Left for Chicago at 10·30. Received 200 dollars from F. White. Esq.

Sunday, May 27.—Arrived in Chicago at 10·30.

Monday, May 28.—In Chicago. Went to see Hamilton, but he had left for Seattle. Saw P. B. Weare, President of the Company. He wrote and wired Hamilton to meet me on the 11th at Victoria. Met John Cudahy, one of the members of the

Company, after whom fort is named. Left for St. Paul at 10·30. Wrote Mr. White. Saw Chicago Police *re* Campbell.

Tuesday, May 29.—Arrived at St. Paul at 12·50. Had to wait over for train till 6·30, and then left for Winnipeg.

Wednesday, May 30.—Arrived in Winnipeg at 3·40. Saw Mr. Scarth and Archibald.

Thursday, May 31.—Left at 10·30 A.M. for Regina, and arrived there at 2·55 A.M. 1st. Superintendent Perry arrived from Wood Mountain.

Friday, June 1.—Went up to barracks at 9·30 A.M. Saw the Commissioner and Superintendent Perry. Got away at 11·35, and arrived at Moosomin at 7 P.M. Arranged detachments: Staff Sergeant Fyffe to Moosomin, Sergeant Dee to Qu'Appelle, Sergeant Doyle to Broadview.*

Monday, June 4.—Swore in Constable Snoddy on re-engagement for three years. Received letters and maps from Ottawa. Paid freight on two packages from Ottawa, 5 dol. 25 c., by requisition. Received advice that Staff-Sergeant Fyffe was coming to Moosomin for duty to-morrow.

Tuesday, June 5.—Getting ready to leave. Reduced Sergeant Doyle to Corporal.

Wednesday, June 6.—Left Moosomin for Victoria at 7·50 *en route* for Yukon. Received wire at Broadview from F. White, Esq. Made copy and sent it with letter to Commissioner. Staff-Sergeant Brown joined me at Broadview. Told Staff-Sergeant Fyffe at Qu'Appelle to write police authorities at Glasgow, as I heard D. Campbell, wanted for forgery and embezzlement at Whitewood, had gone over there in a cattle ship.

Thursday, June 7.—On train. Very hot. Wired to Comptroller from Swift Current.

Friday, June 8.—Arrived at Calgary 2 A.M. Wired C. H. Hamilton and agent of "City of Topeka."

Saturday, June 9.—Still at Calgary. No train.

Sunday, June 10.—Still at Calgary. No train.

Monday, June 11.—Calgary. No train.

Tuesday, June 12.—Chance of getting out to-night.

Wednesday, June 13.—Left for West at 3 A.M. Water had played havoc at Anthracite. Buildings swept away and bridges gone. Arrived at Golden at 6·45 and made transfer. Bridge gone.

Thursday, June 14.—Left for Glacier at 3 A.M., and arrived at 7 A.M., remaining all day.

Friday, June 15.—Made transfer at Revelstoke, and left for Kamloops.

Saturday, June 16.—Left Kamloops at 7·35. Left Ashcroft at 10·50. Arrived in Hope and remained all night.

Sunday, June 17.—Transferred to steam-ship "Irvine" and went down Fraser River as far as New Westminster from Katz, landing 4 miles below Hope. Took train at New Westminster for Vancouver, thence by schooner "Premier" to Victoria, arriving 11·30.

Monday, June 18.—Notified Campbell and Commissioner of arrival; wired Hamilton to same effect.

Tuesday, June 19.—Called on Lieutenant-Governor Dewdney, who took me to see Gore, who is Deputy Minister of Public Works. Gave me Gameraues' Report. Wired Mr. White *re* funds; got answer: 1,000 dollars at Bank of Montreal. Drew 100 dollars and secured berths on the "Queen" for Juneau.

Hamilton arrived from Seattle, and told me miners' map was given Walten for use of officer going up.

Wednesday, June 20.—Still waiting and getting information. Got tickets, 50 dollars each (two), ship "Queen." Brown and self in same cabin.

Friday, June 22.—Drew money from bank. Left at 9 P.M., per steam-ship "Queen," for Juneau.

Saturday, June 23.—At sea, running close to islands. Passed steam-ship "City of Topeka" going south at 7 P.M. Went through Queen Charlotte Sound during night.

Sunday, June 24.—Passed village of Bella Bella at 9 A.M.

Monday, June 25.—Cold, wet, and foggy. Arrived at Fort Wrangle at 9 A.M. Small village built on foreshore. Mountains behind covered with spruce, &c. Buildings small and mean; saw-mill the best. Small steamer floating the English flag

* These were afterwards changed owing to Sergeant Doyle being reduced to corporal and sent to Regina.

in harbour. Have to wait here for tide. About 150 or 200 small houses (wooden), two churches shored up with poles. Got Juneau papers of 18th–24th, and sent them to Mr. White.

Tuesday, June 26.—In Taku Bay; full of floating ice, and one large iceberg; very cold. Arrived at Juneau 11·30 A.M. Boat left for Sitka at 4 P.M. Gave order to Decker Brothers for supplies. Wrote Commissioner reporting arrival; also Mr. White. Boat for Chilkoot expected in during night or to-morrow.

Wednesday, June 27.—Cloudy and cold. Supplies put up, and paid for same 63 dollars.* Sent Mr. White package of papers. Boat expected in hourly. Got four miners' maps, published by Still and Anderson, and sent one each to Mr. White and Commissioner. Wrote them reporting arrival. Wolfe, a man cutting ice, drowned at Big Salmon River; boat upset on ice and was carried under; body not recovered.

Thursday, June 28.—Sun out and warm. No boat yet; many waiting for it. Got extra 125 feet towing-line. Want to get off, but can't hurry things. Steam-ship "Chilkat" came into Juneau at 7 P.M. with large cargo. Steam-ship "Thistle," with Ogilvie's survey party, came in; had no opportunity to see him.

Friday, June 29.—Left on steam-ship "Chilkat" at 3 A.M. for Dar Yeo (Chilkoot); nine persons on, going to Forty Mile, including two women and a boy. Arrived at Wilson (Healy's) at 4 P.M. Cost 10 dollars to get selves and goods from steamer; distance about 12 miles.

Saturday, June 30.—At Dar Yeo getting packers and packs made up. Weighed each pack, and gave ticket of weight and amount to each packer; in all 800 lbs. Left at Wilson's box of stationery and other articles. Wilson to send to where ordered. Wrote to Mr. White.

Sunday, July 1.—Left Wilson's (Dar Yeo) at 7 A.M., and went as far as Canyon, camping for night.

Monday, July 2.—Left Canyon, and went as far as Stone House, which is so named from large masses of rock fallen from mountain. Very hard travelling. Indian trail bad, and crosses many streams.

Tuesday, July 3.—Arrived at Lake Linderman at 4·30, leaving Stone House at 4 A.M. Snow most of the distance from Stone House, and heavy walking. Made camp. Very tired. Weather fine. Paid off packers. They left on return about 7 P.M. One Indian, who has a canoe here, remained to take us down lake to Lake Bennet.

Wednesday, July 4.—Raining at 7 A.M. After breakfast Staff-Sergeant Brown left with Indian to bring up canoe. At 3·30 had not returned; day turned out fine. Staff-Sergeant Brown returned at 4 P.M. with Indian, and brought news that canoe could not be found.† Have now to go to work and make a raft if I cannot arrange with two miners camped here.

Thursday, July 5.—Failed to make any arrangement with miners going in about boat. Have to go to work and cut out lumber to build one. Will go on raft to Lake Bennet. Making oars. Weather fine and cool; showers in afternoon. Made pair oars and three poles. No trees here fit to make boards of. Parties here going to prospect on way down. Not going through to Forty Mile. Have to make or buy raft to go to Lake Bennet. Four parties camped here.

Friday, July 6.—Working all morning at raft in water. Start to-night for Lake Bennet when the wind goes down. No lumber here fit for boats. Cold, raining, very miserable. Left camp at head of Linderman at 7 P.M. on raft; went for about three hours, having to camp on account of high wind and waves on lake.‡

Saturday, July 7.—Left camp at 4 A.M., arrived at portage between Lakes Linderman and Bennet at 11·30, got dinner, and walked across portage, should say was about a mile from landing-place. Packed stores to camping-place, and finished about 5 P.M. Got tent up, baked bread, and got supper. Very tired (both).

Sunday, July 8.—Started to get out lumber for boat. Weather fine, with wind. Got on well to-day, ready to saw in morning. Stopped work at 6 P.M.

Monday, July 9.—River rising. Got to work at 7 A.M. Started to cut out boards for boat, a miserable failure. Will try again this afternoon. Brown making knees for boat. I cutting down and hewing trees for boards. Fine and cool. Mended moccasins in the evening. Parties we left at Linderman not yet turned up. It will

* Other articles of outfit afterwards purchased.

† Learned afterwards that Indian knew where canoe was, but was afraid to go out as it was blowing hard.

‡ For the last 2 miles were up to nearly waist in water. Had raft not been well roped, would have gone to pieces.

take us at least another week before the boat is ready. Slow work for two men with no conveniences.

Tuesday, July 10.—Got to work at 7·15 A.M., getting out knees, and finished them, eighteen, and nine cross pieces for bottom of boat. I finished hewing off stick of lumber for boards, and got to saw-pit. Hard work making boat and sawing boards. No sign of parties from Lake Linderman. Weather hot, and flies very bad. Made bread for three days.

Wednesday, July 11.—River rising. Sawing boards till noon, did better than yesterday. Sawed out first lot and got six boards. Two men of one party came as far as here in the skiff and returned, wanted to see river. Flies worse.

Thursday, July 12.—River rising. Very hot, and flies bad. Steamer "P. B. Weare" sails to-day from Seattle to St. Michael's. Gave up attempt to build boat.* Spent three days trying to saw boards, but could not, key of saw having been stolen or lost, most likely the former, also 2-foot rule. Have determined to build raft and float as far as Miles Canyon, and take chances of getting or buying a boat. Got logs out for raft.

Friday, July 13.—River rising. Cold rain and wind. Two miners came along about 11 A.M., will make boat and help us through. Made a bargain. Have to go as far as half-way down Lake Bennet to get timber. Will take six days to saw lumber and make boat. This is a Godsend to us, as there was no knowing when we would have got there but for this. Brown sick with neuralgia. Moved camp. Left Camp Misery at 6 P.M., went down a mile ready to start in morning.

Saturday, July 14.—River stationary. Wind south. Morning cold and raw. Brown left with miners at 7·30 down lake to return with boat during day, when we leave for Shipyard. Brown rather better.

Sunday, July 15.—Cold and wet. Brown not back yet, must be helping to get out trees.

Monday, July 16.—Water again rising, rain during night. Stormy and cold to-day. Mountains covered with snow. At 11·30 party of four with big boat came along and took me with my stuff down the lake about 14 miles, where we camped for the night. Juneau party arrived at head of Lake Bennet on raft. Heavy wind and sea, had to put in and reduce sail.

Tuesday, July 17.—Wind south, and fresh. About 6·30 Staff-Sergeant Brown and one man appeared in a row-boat going up to head of lake for me. Went to camp overland. Men getting on with boat. Will have lumber out to-day. Brown better. Camped opposite Monument Island. Now in the North-West Territories and angle of British Columbia. Big boat passed camp at 9·30, sailing fast. Still cold. Will start building boat to-morrow. Making sail and working down oars to-day.

Wednesday, July 18.—Wind south during night with rain and in early morning. Cloudy and cool. At work on boat. Hope to have it finished to-morrow night, which I hope will end all vexatious delays. The two parties travel together, which was part of bargain of building. Steep price. No other alternative.

Thursday, July 19.—Fine and warm, flies bad. Men working hard to finish boat. It is a pity that it is not ready so that we could take advantage of the fine days on lakes. Thunderstorm with heavy rain for about an hour. Worked till 10 P.M.

Friday, July 20.—Wind south, very light, weather hot, appears as though there would be more rain. Boat nearly finished. About 11·30 smart breeze sprang up. Three boats went down lake during forenoon. Boat finished and paid for about 3 P.M. Left camp and went as far as Wheatons River, where had to put ashore, boat leaking badly. Hauled her out for caulking and stayed night. Sailed part of way, when wind shifted to north, stormy breeze, could make no way against it. Baked bread.

Saturday, July 21.—Up at 4·30 A.M., wind very slight south. Left camp at 5·30 and passed through remainder of lake. Lake Nares at 8·10 and Mount Bove Lake, camped for dinner 10 A.M., very calm and hot. Met canoe with two Indian men and two boys in it in Nares Lake. Quit work at 10 P.M., rowed from early morning till 6 P.M. Sailed and rowed 10 miles after dinner, and camped at first Siwash house for night. Weather hot.

Sunday, July 22.—Sailed eight hours this A.M. and rowed four in afternoon. Crossed Lake March and went about 3 miles down Lewis River. Camped at 8 P.M. Ogilvie says in Report Lake March 19 miles and a little more. How did it take us eight hours' sailing and four rowing to make it. Is the Report correctly printed?

Monday, July 23.—Wind north and light, left camp at 6·30. Arrived at Canyon

* Timber very small and short.

at 2 P.M. Big boat ran through by French Joe and Jack; small boat, theirs, portaged, water too rough for it. Stuff portaged along a mile, very hot. Met party of Indians going up river in a canoe. Bought fresh and dried elk meat from them. Three parties besides ourselves at Canyon, only one bad place now, viz., "White House."

Tuesday, July 24.—Wind south, very hot. Left camp at 9·30 foot of Canyon. Crossed over to other side. Ran part of fast water and then lowered boats, got boats and stuff over, finished at 11 P.M., carried one boat over bodily. Drew and carried larger boat. Three parties at this portage, which is about a mile for boats, pack trail rather shorter. A steep hill at south end of portage. A rude windlass here.

Wednesday, July 25.—Left camp at foot of White House at 7 A.M., went down river for first 6 or 7 miles, current swift. The names of miners with whom we have been in company for the past week are Joe Beaudoin and Jack Callings. The former a French Canadian, the latter American. Camped for night at head of Lake Laborge. Baked bread. At 9·30 P.M. decided to go on, wind having risen. At 11·15 P.M. had to camp, wind and sea too heavy.

Thursday, July 26.—Wind south-west and stormy. Left camp at 4·30 and crossed to east side of lake. Ran before wind till 9·15, when had to lay up on account of heavy sea and wind. At 12·50 made second start, but after a couple of hours had to lay up again. At 3 P.M. again started, going on till 6·40, when we landed for supper. At 7·15 again left and ran till 10·30, when we camped for night about mile from mouth of river. Heavy rain during day for about three hours.

Friday, July 27.—Wind south and light. Up at 5·30 A.M., left camp at 7, making river at 8. Indians camped on east bank for fishing. Child sick, asked for medicine, had none. Boat leaking badly. Stopped 3 P.M. to caulk and pitch boat, had to gather gum from pine and mix with grease for the purpose. Put up tent first time for ten days. Grave of little white child across the river from where we are camped, small wooden cross at head, did not go over to see name. Tea getting short, half plug tobacco left.

Saturday, July 28.—Left camp at 7 A.M., travelled 33 miles, and camped for day. Rained hard till 3 P.M. Had to stop and get dry things on. Camp of three miners at work on bars here. On 3rd June ground only thawed out to end of moss 10 feet down, to-day ground was frozen. Light fire to thaw. I find on inquiry that name of party buried in grave mentioned yesterday is Olsen, who was drowned in May going through ice. Passed Hootalinka River at 10 A.M. Five cargoes of liquor have gone in this season, from 50 to 200 gallons each.

Sunday, July 29.—Left camp at 6 A.M., dinner at noon, made 30 miles, heavy rain, had to put in and camp for rest of day at 8 P.M., raining hard. The body of a miner, Alex. McDonald, was found on 2nd June by Wm. Mahan and Charley, miners. Ground frozen so could not bury properly, covered him with moss. Had no wounds or other marks on him, was warmly clad, found dead with blanket round him alongside his camp fire, was an old timer, would go off by himself prospecting. Found near Frenchman's bar on left hand side of river. His pipe and knife were sent to Forty Mile in order to make sure and for identification. Have now had three days steady rain, everything wet through. Cold and miserable. Passed three parties to-day at work on bars. Should be in Forty Mile this day week if have no delays.

Monday, July 30.—Cool and cloudy in morning, shower in afternoon. Passed two camps of Indians. Passed Eagle's Nest at 9·15, Little Salmon (Daly River) about 10 30. Camped for night at 9·30 P.M.; hard day's work. Hope to make and run Five Fingers and Little Rapids to-morrow, and get well on the way to Pelly by night. Flies bad.

Tuesday, July 31.—Wind south, heavy; warm day. Left camp at 7·15 A.M., ran till 9·30, when came to Five Fingers, and ran it and proceeded. Ran Little Rapids 6 miles north, went on about 6 miles, camped for dinner. Travelled in afternoon till 6·30, when camped for night. Very tired to-night after hard work and long day yesterday. The boat has to be rowed always. Find it a mistake to work too late, as one has to make up for it next day; looks like rain. Will be at Fort Pelly to-morrow noon if all goes well.

Wednesday, August 1.—Left camp at 9·30. Arrived at Pelly Post at 12 noon. Remained a short time and went on at 2 P.M. Bought some supplies, paying 10 dollars for them. Served notice not to sell fixed ammunition to Indians. Joe and Jack going up Pelly River to mine. Store out of provisions except a few small articles. Notice *re* Indians served on George Cormack, and one posted in store. Went down river about 2 miles. Had to haul boat out and pitch her, leaking badly. Steamer not expected for two weeks. Now in Yukon.

Thursday, August 2.—Stormy north wind. Should be in Cudahy to-night. Raining heavily. In camp waiting for it to let up. About 11 A.M. began to be fine. Had dinner and left. At 4·45 camped for tea; left at 6 and rowed till 7·15, when we camped for night; flies bad. Made about 35 miles from Fort Pelly (old Fort Selkirk, H.B.C.). Indians threw down old chimneys as dangerous.*

Friday, August 3.—Left camp at 7·30, dinner at 12·30, supper at 6·15, after supper rowing from 7 to 9 P.M. Camped for night. Should be near White River; saw bear swimming across river, the first wild animal we have seen. Both of us very tired. Lost felling axe at supper camp. Six miners in two boats left Pelly, going out yesterday.

Saturday, August 4.—Calm and hot. Left camp at 7·15 A.M. At 10 passed White River, and 11·50 got to Stewart. Current swift. Water of river since passing White River white and muddy, but does not throw its waters across Yukon. Camped for noon opposite Stewart River. Arrived at Ogilvie Hooper and Le Duc's trading post at 9 P.M., and camped for night. Bought a few groceries. Sixty Mile Creek comes into Yukon opposite this trading post. Millar Creek runs into Sixty Mile about 60 miles up, and is said to be very rich. Many miners have gone up there and done well. Joe Tremblay washed up 12,000 as the result of one week's work. Forty Mile is, I hear, being deserted by all except whiskey men. The decent miners are wintering at other places. People are wanting force to stop this business.

Sunday, August 5.—Left Sixty Mile at 8·40 A.M., travelled till 12·15, had dinner and went on till 3 P.M., when had to land on account of high head wind. Improved time by baking bread. Hope to make Fort Reliance to-night by going on late, and Forty Mile to-morrow night. Hear Bishop is going to move to Pelly. Steamer "Pelly" at Sixty Mile laid up for present. Camped near site of old Fort Reliance for night, very tired and wet. Got on a gravel bar, and had to get out to push and carry boat off.

Monday, August 6.—Wind strong up river. Left camp near Fort Reliance (old site) at 8 A.M. Camped for noon at 11·15 A.M. on account of high wind, could not make any headway. Met Fritz, who has a salmon-curing establishment in river. Has put up 300 this year, last 1,000. Gets 12½ cents for whole salmon, and 25 cents for those with belly cut off.†

Left dinner camp at 1·15, had to put in at 2 P.M. on account of wind. Could not hold boats head to it. Camped in wind and rain storm at 9 P.M.

Tuesday, August 7.—Left camp at 7 A.M. and proceeded. Arrived at Forty Mile at 11·20; St. John's Mission the first house south. Went to store of North American Transportation and Trading Company, where arrangements were made to put us up. Healy and Jansen down river to meet boat. Am glad trip so far is done. Was well tired and sick of the everlasting river. Had just enough grub to see us through, getting here with about enough for another day. Boat is not expected in till 15th or 20th. Served notice of no sale allowed of fixed ammunition to Indians on T. C. Healy.

Wednesday, August 8.—Fine and warm. Very stiff and tired. Staff-Sergeant Brown went over to town to size it up. Had to buy articles of clothing, everything soaking wet and worn out.

Thursday, August 9.—Saw Bishop Bompas, and arranged for a meeting with the Indians on Monday next, 13th, at 3 P.M. Had a long chat with him about matters generally. His chief concern appears to be the spiritual welfare of the Indians, a dirty, lazy lot. Salmon have been very scarce this year on account of high water; has also been a bad year for miners on account of high water. Many have gone out, and more going.‡ Most mining appears to be done in creeks in American territory. Saw McQuestion, partner of O'Brien, and told him to get his invoices ready and take stock of goods on.

Friday, August 10.—Raining. In house reading up various Regulations, and trying get posted in Customs. Put a notice in each store of mineral lands other than coal and Dominion Lands Regulations in McQuestion's and North American Transportation and Trading Company store, indorsed for the use of the public, and not any particular person, and signed "C. Constantine, Dominion Agent." One O'Brien's from North-West Territory in town, and McDonald. Look them up. McDonald said to be the man sentenced for stage robbery at Prince Albert, and escaped from Penitentiary of Stony Mountain.

* Referred to in Dr. Dawson's Report.

† Heard afterwards that these men were going to Sixty Mile Creek on getting logs for cabin.

‡ On further inquiries found that they had gone to other parts of country, not out of it.

Saturday, August 11.—Cloudy and threatening rain. Cannot do anything more till steamers come in. Rain in afternoon. Inventory McQuestion and Co., North American Transportation and Trading Company, made out, but original invoices down at St. Michael's have to wait for their return by the boats.

Sunday, August 12.—Fine and hot. Place quiet.

Monday, August 13.—Fine and hot. Went to Mission, had talk with Indians, Chief Charlie and Headman Benjamin being spokesman. Very little said, except that they were satisfied and happy. The only complaint was that the miners would kill their dogs if they caught them stealing. Bishop promised to make me a copy of register of weather last winter. Had some talk with different miners.

Tuesday, August 14.—Fine and warm. Took application for purchase of 320 acres good land at Forty Mile from Thomas O'Brien; money for purchase or on account will be paid on asking for. Land not surveyed. Boats should be in soon now.

Wednesday, August 15.—Looked over land on flat at Forty Mile. Recommend that Government reserve be laid off at point commencing at junction of Slough at St. John's Mission and Yukon River to a point 150 yards north, and thence running in a westerly direction to a point on mountain. Trees changing colour of foliage. Steamer "Weare" expected this evening or during night. The above reserve will bring quarters between Mission and present village of Forty Mile.

Thursday, August 16.—Cold and cloudy. No boat yet. It is said that a party came up from Juneau bringing large mail, but took it up to Stewart River with them, instead of sending on here. No opportunity of getting mail out. Heavy rain in afternoon and evening. Made copy of map in order to get information from miners as to if any practicable water from Cassier and Cariboo, British Columbia, to lake from which Hootalinka River flows.

Friday, August 17.—Cool and cloudy. Went to Forty Mile to-day, and saw Niel McArthur and Jim Bender *re* the Hootalinka River. Mill closed down to-night, having cut 115,000 feet of house logs and boards.

Saturday, August 18.—At work on Report. Raining all day and 11 P.M. About thirty miners in town. All very quiet and orderly.

Sunday, August 19.—Raining hard all day. Worked at Report. Bust, a miner, very sick with pleurisy. Taken into Healy's house.

Monday, August 20.—Fine and cloudy. Working at Report and account of expenditure. No sign of steamer yet. River rising.

Tuesday, August 21.—Fine and clear. Night cold. River rose 1 foot during night. Staff-Sergeant Brown went to Forty Mile to pick up information. Indians killed a cariboo crossing river at Forty Mile. Frost last night. Nothing to eat in the way of vegetables.

Wednesday, August 22.—Fine and clear. Frost again. River fell during night. Mrs. J. M. Healy made affidavit of quartz mining claim and paid 5 dollars. Writing on Report. Rain during afternoon.

Thursday, August 23.—Fine in morning. Shower of rain afternoon. Evening cold and clear.

Friday, August 24.—Clear and fine. Mail came in from the south brought in by miners; among them was Billy Hazwood, from Maple Creek, a cow puncher, who knew Staff-Sergeant Brown there. No letters for me. A man of the house of Borker will be in in a day or two. He is said to have mail with him. Staff-Sergeant Brown away two meals.

Saturday, August 25.—Fine and clear morning. Cloudy and rainlike in afternoon. Staff-Sergeant Brown on leave for three days. Boats not yet here. Grub getting short in Settlement. Water falling fast in river.

Sunday, August 26.—Fine and warm. No sign of boats yet.

Monday, August 27.—Fine but cloudy. Frost last night. No boats yet. Situation getting rather serious. Got a mammoth tusk to-day.

Tuesday, August 28.—Cloudy, with light showers in evening. Received letter from Mr. White, dated 29th June, came in by Barker, who arrived last night. Two from Juneau. Heard from Barker that steamer had not sailed from Seattle till nearly end of July or beginning of August.

Wednesday, August 29.—Fine, cloudy in morning clear in afternoon. Schooner "Arctic" from mouth arrived at 12·30. Some trouble about collection of duties from them. No invoices till next boat, and saying it is in disputed territory, which is not the case. I can't say how it will turn out this season, but have none for next, or for the collection of the duties. These people will have to be taught a lesson and be shown

that they cannot set themselves against the law. Have no force to enforce. About 300 miners visiting here for supplies.

Thurday, August 30.—Fine and warm. Leaves turning very fast. Staff-Sergeant Brown to leave for Pelly on steamer if necessary on account of customs. Staff-Sergeant Brown left for Pelly at 6 P.M. to check cargo for Harper. Gave him 50 dollars for expenses, to be accounted for. Town of Forty Mile very quiet. Received from Bishop Bompas letter addressed to Minister of Interior asking for grant from Crown of certain lands for Church purposes at Forty Mile. Pelly and Porcupine Missions.

Friday, August 31.—Cloudy and cool, with showers during the day. Working on Report. North American Transportation and Trading Company's boat "Weare" arrived at 9·35 P.M.

Saturday, September 1.—Cloudy, with appearance of rain. Received 320 dollars; of this 100 dollars in gold dust from McQuestion and Co. on account of application to purchase 320 acres of good land at Forty Mile. Will have customs satisfactorily arranged. Saw Bishop Bompas, and got his original invoices.

Sunday, September 2.—Cold and cloudy. Unloading boat.

Monday, September 3.—Fine and warm. Received draft or order from McQuestion and Co. on Alaska Trading Company on account of customs, 1,000 dollars; from Bishop Bompas, 110 dol. 96 c.; from North American Transportation and Trading Company 2,000 dollars draft on Chicago; all in favour of Thos. S. Walters.

Left Fort Cudahy, on return east, at 6·30. Tied up for night to take on wood at 7·30. Received 160 dollars from J. J. Healy accompanying application to purchase 160 acres Dominion Government lands.

Tuesday, September 4.—Cold and cloudy. Passed Seventy Mile at 9 A.M. Thermometer at noon 50 degrees. Tied up for the night at about 4 miles from Birch Creek, landing on account of darkness.

Wednesday, September 5.—Fine, but cold. Heavy fog in early morning; did not get away from Birch Creek on that account till 10·30 A.M. All day in Yukon flats. River very wide and full of islands and sand bars, with very narrow, short passages. Bank badly cut, and full of large uprooted trees. To the left high range of mountains, at a distance should say of 30 to 40 miles. Quite a number of miners got off at Birch Creek. Passed site of old Fort Yukon at 4·50; three trading houses there now, no sign of old fort. Inside Arctic Circle.

Thursday, September 6.—Cold, and particularly cloudy in morning. At 2 P.M. will begin to come closer to river. "Wooded up" on "Stevens'" houses; boat did some trading. Tied up at 8·45. This is a small mining camp, the diggings having been found a short time ago. Raining.

Friday, September 7.—Heavy fog, had to tie up for some hours. Thermometer at 9 A.M., 40 degrees. Passed through so-called rapids at 10·20 A.M. and into Ramports River, comparatively narrow with steep hills on either side. Passed Fort Adams at 3 P.M. A paper is published here by the Episcopal missionary. Two rather good buildings, with the usual complement of Siwash tents, &c. Raining. At 5·30 passed coal beds on fire. Seams appeared through glasses from boat to be about 6 feet, and smoke issued from seven places. About 30 miles below Fort Adams. At 7·30 saw snow on mountains, country low and flat.

Saturday, September 8.—Raining. Lands flat and low, with occasional peaks in the distance. Passed Nulato at 4·10; cold, and clouds with showers. At Nulato Barnaro was killed by Indians; he was one of the search party for Sir John Franklin in . Kennicott, of the Doll exploring party, died and was buried here.

Sunday, September 9.—Fine and warm. Country getting lower. Arrived at [?] at 5·30 and left at 6·15. A Roman Catholic missionary here, with a neat church on outside.

Monday, September 10.—At 7·30 mercury at 42 degrees. Cloudy. Arrived at Russian Mission at 11 A.M. The priest, a fat, dirty, greasy old man, came on board and wanted a photo of the church taken. Small village of perhaps a couple of hundred. Church with cupola, and painted yellow and green. This place is about 200 miles from the sea. Day cold and miserable, with high wind. Tied up for the night at 8 P.M. Cloudy with breeze.

Tuesday, September 11.—Cold, cloudy, and calm. Mercury 44 degrees. At noon, warmer. Arrived at St. Michael's at 2 P.M. The last 50 miles was very rough, and boat laboured a good deal. United States' revenue-steamer "Bear" in port. May get down as far as Ounalaska on her. Went on board the "Bear" at 10 P.M. Captain Healy tendered me the courtesies of the ship as a Canadian officer.

Wednesday, September 12.—Still at anchor off St. Michael's. Sea gone down. Cool, and partially cloudy. Left St. Michael's at 2 P.M. Weather fair and sea smooth. Dr. Sheldon Jackson on board. Gave me a pamphlet on reindeer, three on board.

Thursday, September 13.—At sea. Sails set. Wind and weather fair.

Friday, September 14.—At sea. Quiet and fine.

Saturday, September 15.—Arrived at St. Lawrence Island at 10 A.M. Island 90 miles long by 30 miles. American Presbyterians have Mission here. Gamble teacher. Fine and sea calm. Several natives came on board, dirty, filthy lot.

Sunday, September 16.—At anchor off St. Lawrence Island. Strong breeze from east. Three men ashore working at Mission-house. Cold. Left St. Lawrence at 3 P.M. Breeze freshening.

Monday, September 17.—Stormy breeze from east-north-east, ship under sail only. Heavy sea running. Passed St. Matthew and Hall Islands at 6 P.M. Heavy wind during night. Rain and showers.

Tuesday, September 18.—Breeze and sea going down. Weather clearing, cold. At 4·15 sea quiet, and wind dying out.

Wednesday, September 19.—Sighted St. Paul, the larger of the seal islands, at 5·45 A.M. Ground swell. No wind. The smaller island, St. George, 40 miles south. Came to anchor opposite flag-staff at 10 A.M. Weighed anchor at 1 P.M. Fine, with appearance of breeze. Seals playing about ship, and shores covered with them. At 3 P.M. anchored off village on St. Paul.

Thursday, September 20.—At midnight weighed anchor and left for St. George, the smaller of the islands, arriving at 6 A.M. Boat with Government Agent came off to ship. Proceeded on course to Ounalaska, distant 180 miles south-east. Wind light, sea smooth. Sighted at 11 A.M., overhauled, and spoke with whaling-barque "Mars" at 1 P.M., six sperm and six "right" whales. Went on course. Weather fine.

Friday, September 21.—Beautiful morning. Sighted Ounalaska at early morning, and came to anchor in harbour at 9·30. United States' war-ship "Mohican" and English cruiser "Pheasant" in port. Steam-ship "Dora," in port, sails to-morrow. I go on her. United States' ship "Ranger" came into port about 11 A.M. Captain (Commandor) of "Pheasant" came on board "Bear," and asked me to go with him to Victoria, British Columbia, as his guest. Accepted with thanks, and went on board at 6 P.M., to sail in morning.

Saturday, September 22.—Did not leave port owing to heavy gale from south-west, with rain showers. Cold and miserable day. Steam-ship "Dora" still in harbour for same reason.

Sunday, September 23.—Left Ounalaska at 9·30. Day fine, with fresh breeze. Got through pass at 1 P.M. Heavy sea all night, no rest.

Monday, September 24.—At sea. Still heavy sea. Good breeze, making 9½ miles an hour. Distant from Ounalaska at noon to-day, 177 miles. Steering direct for Victoria.

Tuesday, September 25.—At sea. Fair wind, and sea going down. Made from noon yesterday to noon to-day, 196 miles.

Wednesday, September 26.—Sea calm; drizzling in afternoon. At noon to-day had run 180 miles. Afternoon clear and bright. Fair wind.

Thursday, September 27.—Wind fair and sea moderate. Showers in morning; cleared up and sunshine at noon; at 2·5 slight hail shower.

Friday, September 28.—Squalls increasing to gale. At 3·25 in afternoon tiller-ropes parted. Shipped tiller and got ship under control. Laying-to at 4·30. Very heavy sea. At noon had run 217 miles; 640 miles distant from Cape Flattery. Repaired and under way at 7·30.

Saturday, September 29.—11·30 A.M., sea calm and wind dying away. Fine day. Distance run, 148 miles. Gun practice in afternoon. In evening electric light and repulling torpedo-boat.

Sunday, September 30.—Smooth sea, cloudy weather, with showers. Distance run, 149 miles. Rain in afternoon and evening.

Monday, October 1.—Fine day, sea calm, fair wind. Sighted two schooners, bore up under our stern heading for Nootka Sound. At noon, 220 miles from Esquimalt. Land on port bow.

Tuesday, October 2.—Arrived at Esquimalt at 6·30 on Her Majesty's ship "Pheasant," Captain E. H. Blair. Wet, head wind off Cape Flattery at 8 A.M. Landed two Indians at Neah Bay; went to Driard; wired Comptroller. Very wet day.

Wednesday, October 3.—Wired Commissioner and wrote Mr. White, Ottawa, also to O.C. "B." Heavy rain. Drew 240 dollars balance from Bank of Montreal; no interest allowed.

Thursday, October 4.—Called at Government offices. Got tracing from Mr. Gore of Govereau's exploration of Taku Inlet. Bought ticket for Moosomin. Went on board the "Charmer" for Vancouver.

Friday, October 5.—Arrived at Vancouver at 10 A.M. Raining. Went on board train and left at 2 P.M. for east. Boundary Commission on board.

Saturday, October 6.—On train. Fine day.

Sunday, October 7.—On train. Fine and warm.

Monday, October 8.—Arrived as Moosomin at 2·10 this morning from Yukon district.

(Signed) C. CONSTANTINE.

1892 to 1894.—TEMPERATURE at Buxton Mission, Forty Mile, Upper Yukon River, North-West Territory, Canada, daily at 7 A.M., 1 P.M., and 7 P.M.

(A spirit thermometer from London, England, marked to 106 degrees, used in the second winter, but in the first winter an American mercurial thermometer.)

Note.—It is observed that in the American thermometers used hereabouts the degrees are marked of the same size throughout, but in the English thermometers the degrees regularly diminish in size below freezing. This seriously affects the reading at very low temperatures, probably to the extent of 10 degrees at the freezing point of mercury or below, the American thermometers reading a much higher temperature. In comparing the temperatures of the two successive numbers below, this must be borne in mind.

Date.	Temperature.			Remarks.
	7 A.M.	1 P.M.	7 P.M.	
1892.	Degrees.	Degrees.	Degrees.	
August 24 ..	..	..	..	Aurora.
,, 25 ..	..	..	55	River fogs. Frosty.
,, 26 ..	42	64	59	Clear.
,, 27 ..	56	65	68	Cranes flying.
,, 28 ..	..	59	59	
,, 29 ..	54	63	55	Slight Aurora.
,, 30 ..	39	..	50	Frost on ground. Aurora.
,, 31 ..	42	62	55	
September 1 ..	42	64	55	Leaves tinted.
,, 2 ..	45	64	62	
,, 3 ..	42	63	63	
,, 4 ..	44	67	64	
,, 5 ..	49	56	..	Slight rain.
,, 6 ..	47	62	58	
,, 7 ..	55	62	55	Thunder.
,, 8 ..	45	57	..	
,, 9 ..	55	62	59	High wind in afternoon
,, 10 ..	49	66	59	
,, 11 ..	49	59	54	
,, 12 ..	38	..	49	Bright Aurora.
,, 13 ..	42	57	50	
,, 14 ..	42	..	..	Windy.
,, 15 ..	..	..	..	
,, 16 ..	..	..	..	River falling rapidly.
,, 17 ..	..	..	..	
,, 18 ..	42	52	..	
,, 19 ..	37	39	37	Heavy fall of snow.
,, 20 ..	32	40	32	
,, 21 ..	28	42	32	
,, 22 ..	27	39	31	Thaw.
,, 23 ..	27	32	32	
,, 24 ..	28	39	30	

Date.	Temperature.			Remarks.
	7 A.M.	1 P.M.	7 P.M.	
1892.	Degrees.	Degrees.	Degrees.	
September 25 ..	30	32	30	Wind.
" 26 ..	27	33	28	
" 27 ..	28	39	..	
" 28 ..	22	30	..	
" 29 ..	20	40	39	
" 30 ..	22	40	39	
October 1 ..	21	39	30	
" 2 ..	19	39	33	
" 3 ..	30	35	30	
" 4 ..	30	35	42	
" 5 ..	35	45	34	
" 6 ..	16	35	30	
" 7 ..	22	40	35	
" 8 ..	20	40	30	
" 9 ..	21	40	34	
" 10 ..	33	39	..	
" 11 ..	33	30	32	
" 12 ..	25	28	..	
" 13 ..	10	20	..	
" 14 ..	20	24	29	
" 15 ..	32	34	32	
" 16 ..	34	39	38	
" 17 ..	32	37	..	
" 18 ..	35	39	32	
" 19 ..	34	35	32	
" 20 ..	32	36	32	
" 21 ..	28	35	28	
" 22 ..	19	35	30	
" 23 ..	14	..	22	
" 24 ..	15	22	36	
" 25 ..	25	28	38	
" 26 ..	25	25	23	
" 27 ..	12	20	10	Ice drift in river increasing daily.
" 28 ..	10	15	4	
" 29 ..	..	..	..	
" 30 ..	..	..	..	
" 31 ..	.	..	..	
November 1 ..	..	..	..	
" 2 ..	..	..	..	
" 3 ..	..	..	..	
" 4 ..	..	..	..	Eclipse of moon 6 A.M.
" 5 ..	..	..	..	
" 6 ..	..	..	..	
" 7 ..	..	..	..	
" 8 ..	..	..	..	
" 9 ..	..	..	..	
" 10 ..	0	4	0	
" 11 ..	8	4	10	Henceforth all minus readings till December 12.
" 12 ..	8	4	2	
" 13 ..	10	11	10	
" 14 ..	20	10	18	
" 15 ..	4	8	10	
" 16 ..	10	9	13	
" 17 ..	20	10	20	
" 18 ..	30	..	30	
" 19 ..	32	35	30	
" 20 ..	35	35	40	
" 21 ..	38	..	35	
" 22 ..	40	38	42	
" 23 ..	41	36	40	
" 24 ..	40	35	40	
" 25 ..	20	18	10	
" 26 ..	10	8	10	
" 27 ..	10	8	16	
" 28 ..	16	10	30	
" 29 ..	40	40	..	
" 30 ..	42	40	42	

Date.	Temperature. 7 A.M.	1 P.M.	7 P.M.	Remarks.
	Degrees.	Degrees.	Degrees.	
1892.				
December 1 ..	30	20	16	
„ 2 ..	20	19	25	
„ 3 ..	10	8	10	
„ 4 ..	0	0	6	
„ 5 ..	0	0	8	
„ 6 ..	5	4	..	
„ 7 ..	10	5	10	
„ 8 ..	10	10	..	No sun visible, hidden by hills.
„ 9 ..	10	..	..	
„ 10 ..	10	..	..	
„ 11 ..	10	8	10	
„ 12 ..	0	..	13	
„ 13 ..	10	8	2	
„ 14 ..	8	15	25	
„ 15 ..	..	..	..	
„ 16 ..	..	10	..	
„ 17 ..	..	..	..	
„ 18 ..	10	..	2	
„ 19 ..	0	0	6	
„ 20 ..	10	8	2	
„ 21 ..	2	1	8	All minus readings till January 11.
„ 22 ..	2	4	..	
„ 23 ..	3	2	..	
„ 24 ..	13	3	12	
„ 25 ..	30	25	32	
„ 26 ..	..	..	..	
„ 27 ..	30	25	30	
„ 28 ..	35	20	17	
„ 29 ..	17	16	17	
„ 30 ..	35	30	36	
„ 31 ..	40	..	..	Mercury frozen. Sun dog.
1893.				
January 1 ..	..	..	..	
„ 2 ..	40	40	40	
„ 3 ..	42	..	..	
„ 4 ..	..	..	..	Mercury frozen.
„ 5 ..	20	17	16	Cloudy. Snowfall.
„ 6 ..	16	17	19	
„ 7 ..	10	10	11	
„ 8 ..	7	6	4	
„ 9 ..	6	5	2	
„ 10 ..	8	6	2	
„ 11 ..	2	8	2	
„ 12 ..	..	..	..	
„ 13 ..	..	..	..	
„ 14 ..	4	5	4	
„ 15 ..	9	5	8	
„ 16 ..	2	6	10	
„ 17 ..	20	15	10	
„ 18 ..	15	0	5	
„ 19 ..	..	..	..	
„ 20 ..	..	..	..	
„ 21 ..	..	..	..	Mercury frozen. Supposed temperature, 50 degrees.
„ 22 ..	..	..	..	
„ 23 ..	..	..	..	
„ 24 ..	14	13	18	
„ 25 ..	20	18	30	
„ 26 ..	..	..	..	
„ 27 ..	20	14	30	
„ 28 ..	39	30	40	
„ 29 ..	..	..	..	
„ 30 ..	..	..	..	Mercury frozen; 48 degrees at Forty Mile.
„ 31 ..	..	..	..	
February 1 ..	..	40	..	
„ 2 ..	..	..	30	
„ 3 ..	..	38	..	
„ 4 ..	..	38	..	

Date.	Temperature.			Remarks.
	7 A.M.	1 P.M.	7 P.M.	
1893.	Degrees.	Degrees.	Degrees.	
February 5	39	35	40	
" 6	38	32	30	
" 7	..	..	..	
" 8	20	10	25	
" 9	30	25	30	
" 10	..	30	36	
" 11	..	..	35	
" 12	..	..	40	
" 13	..	..	39	
" 14	..	12	10	
" 15	0	5	..	
" 16	4	28	3	
" 17	3	10	6	
" 18	5	14	14	
" 19	..	..	..	
" 20	5	10	6	
" 21	10	20	18	
" 22	2	10	2	
" 23	..	..	..	
" 24	3	6	3	
" 25	15	20	20	
" 26	15	30	25	
" 27	20	30	20	
" 28	18	25	19	
March 1	19	20	18	
" 2	..	..	..	
" 3	..	..	..	
" 4	..	..	..	
" 5	19	25	20	
" 6	15	25	10	
" 7	2	30	22	
" 8	20	25	10	
" 9	13	3	7	
" 10	16	25	13	
" 11	10	25	8	
" 12	7	20	3	
" 13	3	12	5	
" 14	3	18	12	
" 15	5	..	..	
" 16	3	15	10	
" 17	9	20	15	
" 18	7	22	8	
" 19	10	10	8	
" 20	10	22	12	
" 21	9	13	7	
" 22	2	24	7	
" 23	17	38	28	
" 24	32	18	15	High wind, south and south-west.
" 25	13	16	10	
" 26	2	18	2	
" 27	10	18	10	At 6 A.M. 20 degrees.
" 28	10	17	13	
" 29	18	30	28	
" 30	..	..	..	
" 31	9	..	5	Gale continues.
April 1	9	13	8	Ditto.
" 2	2	4	2	Ditto.
" 3	7	3	4	Ditto.
" 4	12	12	2	At 6 A.M. 30 degrees. Gale subsides
" 5	10	15	14	
" 6	14	32	30	
" 7	37	47	37	
" 8	34	45	37	
" 9	30	36	34	
" 10	31	41	31	
" 11	29	32	30	
" 12	29	40	29	
" 13	28	36	34	
" 14	28	42	32	Hailstorm.

Date.	Temperature.			Remarks.
	7 A.M.	1 P.M.	7 P.M.	
1893.	Degrees.	Degrees.	Degrees.	
April 15 ..	32	40	35	
„ 16 ..	24	40	30	
„ 17 ..	20	42	31	
„ 18 ..	33	48	31	
„ 19 ..	29	48	32	
„ 20 ..	28	49	36	
„ 21 ..	27	48	37	
„ 22 ..	29	48	32	
„ 23 ..	39	50	48	
„ 24 ..	39	58	42	
„ 25 ..	42	54	42	
„ 26 ..	42	54	42	Raw showers. Flight of geese.
„ 27 ..	39	54	34	
„ 28 ..	39	56	42	Much water on the river.
„ 29 ..	38	54	42	
„ 30 ..	33	35	36	
May 1 ..	23	28	20	At 6 A.M. 20 degrees.
„ 2 ..	26	36	35	
„ 3 ..	23	40	31	
„ 4 ..	31	40	35	
„ 5 ..	36	45	38	
„ 6 ..	34	48	47	Forty Mile Creek breaking.
„ 7 ..	41	52	41	
„ 8 ..	36	54	46	
„ 9 ..	41	52	42	
„ 10 ..	41	48	39	
„ 11 ..	38	45	44	
„ 12 ..	37	52	48	A fall of 10 degrees in one hour, *i.e.*, to 36 degrees, preceding the breaking of the Yukon.
„ 13 ..	39	54	45	
„ 14 ..	45	58	50	
„ 15 ..	48	60	52	Swallows, geese, ducks, water snipe.
„ 16 ..	52	64	52	
„ 17 ..	54	66	57	
„ 18 ..	54	68	60	
„ 19 ..	54	62	54	
„ 20 ..	48	58	54	
„ 21 ..	49	52	49	
„ 22 ..	..	60	..	
„ 23 ..	46	56	45	
„ 24 ..	44	56	45	
„ 25 ..	48	55	54	
„ 26 ..	48	55	50	Thick fog on the river.
„ 27 ..	52	62	61	
„ 28 ..	54	58	56	
„ 29 ..	..	..	..	
„ 30 ..	45	55	..	
„ 31 ..	45	59	54	
June 1 ..	42	45	50	
„ 2 ..	42	49	52	
„ 3 ..	52	40	53	
„ 4 ..	54	60	54	
„ 5 ..	52	62	59	
„ 6 ..	54	64	58	
„ 7 ..	58	72	62	
„ 8 ..	60	82	62	
„ 9 ..	59	74	54	
„ 10 ..	56	68	..	
„ 11 ..	59	76	72	
„ 12 ..	59	82	72	
„ 13 ..	54	74	69	
„ 14 ..	52	72	64	
„ 15 ..	56	70	65	
„ 16 ..	54	62	56	
„ 17 ..	45	56	54	
„ 18 ..	54	69	65	
„ 19 ..	54	64	62	
„ 20 ..	55	66	60	

Date.	Temperature.			Remarks.
	7 A.M.	1 P.M.	7 P.M.	
1893.	Degrees.	Degrees.	Degrees.	
June 21 ..	54	62	45	
,, 22 ..	45	50	47	Snow on the mountains.
,, 23 ..	45	60	42	
,, 24 ..	47	56	54	
,, 25 ..	42	52	43	
,, 26 ..	42	50	42	
,, 27 ..	54	60	56	
,, 28 ..	54	59	54	
,, 29 ..	56	72	60	
,, 30 ..	62	72	59	
July 1 ..	59	70	63	
,, 2 ..	60	71	59	
,, 3 ..	59	68	57	
,, 4 ..	59	75	62	
,, 5 ..	60	76	62	
,, 6 ..	65	81	60	
,, 7 ..	56	76	60	
,, 8 ..	60	79	59	
,, 9 ..	56	82	61	
,, 10 ..	65	82	60	
,, 11 ..	59	61	55	
,, 12 ..	55	61	56	
,, 13 ..	56	62	54	
,, 14 ..	50	56	51	
,, 15 ..	42	56	50	
,, 16 ..	50	62	54	
,, 17 ..	52	66	56	
,, 18 ..	56	63	60	
,, 19 ..	59	78	62	
,, 20 ..	60	78	62	
,, 21 ..	67	80	69	
,, 22 ..	63	78	67	
,, 23 ..	62	76	61	
,, 24 ..	60	72	61	
,, 25 ..	59	69	67	
,, 26 ..	63	67	61	
,, 27 ..	56	64	56	
,, 28 ..	54	59	56	
,, 29 ..	56	64	61	
,, 30 ..	45	60	59	
,, 31 ..	51	63	45	
August 1 ..	51	60	50	
,, 2 ..	55	67	66	
,, 3 ..	61	72	59	High wind.
,, 4 ..	57	52	54	
,, 5 ..	52	62	53	
,, 6 ..	51	63	52	
,, 7 ..	50	59	60	
,, 8 ..	53	68	65	
,, 9 ..	49	69	62	
,, 10 ..	55	68	60	
,, 11 ..	55	71	69	
,, 12 ..	57	72	61	
,, 13 ..	58	72	68	
,, 14 ..	56	72	69	
,, 15 ..	57	72	68	
,, 16 ..	57	69	60	
,, 17 ..	55	65	59	
,, 18 ..	47	69	58	
,, 19 ..	50	72	64	
,, 20 ..	60	71	69	
,, 21 ..	64	72	60	
,, 22 ..	65	72	64	
,, 23 ..	59	69	59	
,, 24 ..	52	69	57	Stars visible at 10 P.M. for the first time for three months.
,, 25 ..	50	63	..	
,, 26 ..	53	65	60	
,, 27 ..	52	64	59	

Date.	Temperature.			Remarks.
	7 A.M.	1 P.M.	7 P.M.	
1893.	Degrees.	Degrees.	Degrees.	
August 28 ..	50	61	56	
,, 29 ..	40	61	54	
,, 30 ..	54	59	55	
,, 31 ..	56	59	54	
September 1 ..	45	56	46	Snow on the mountains.
,, 2 ..	43	56	40	
,, 3 ..	35	57	53	
,, 4 ..	50	56	54	
,, 5 ..	50	57	49	Fine Aurora. High gale from north-east.
,, 6 ..	42	54	39	
,, 7 ..	35	54	39	Snowfall.
,, 8 ..	39	53	37	
,, 9 ..	37	42	39	
,, 10 ..	39	42	35	
,, 11 ..	35	42	37	
,, 12 ..	39	47	42	
,, 13 ..	37	46	41	
,, 14 ..	35	45	42	Geese flying.
,, 15 ..	35	42	39	Frost night.
,, 16 ..	33	35	35	Woodpeckers.
,, 17 ..	41	45	41	Heavy snowfall.
,, 18 ..	38	45	42	Thaw all day and rain.
,, 19 ..	38	45	42	
,, 20 ..	36	45	39	
,, 21 ..	37	59	34	
,, 22 ..	18	31	33	
,, 23 ..	29	33	31	
,, 24 ..	37	45	43	
,, 25 ..	40	45	36	
,, 26 ..	33	44	34	
,, 27 ..	35	47	38	Snow.
,, 28 ..	33	45	35	Thaw.
,, 29 ..	32	39	32	
,, 30 ..	17	32	20	
October 1 ..	16	33	28	
,, 2 ..	20	46	36	
,, 3 ..	29	36	30	
,, 4 ..	26	39	28	
,, 5 ..	16	37	27	
,, 6 ..	23	39	21	
,, 7 ..	17	21	17	
,, 8 ..	24	33	20	
,, 9 ..	10	22	17	
,, 10 ..	16	21	17	
,, 11 ..	15	21	16	
,, 12 ..	16	25	21	Ice drifting.
,, 13 ..	12	29	27	Bright Aurora.
,, 14 ..	9	35	25	Snow birds.
,, 15 ..	33	39	38	
,, 16 ..	16	20	18	
,, 17 ..	16	16	13	
,, 18 ..	11	16	13	
,, 19 ..	2	13	3	
,, 20 ..	1	11	1	
,, 21 ..	10	11	1	
,, 22 ..	10	19	..	
,, 23 ..	14	..	..	
,, 24 ..	16	34	29	
,, 25 ..	1	17	13	
,, 26 ..	0	14	3	
,, 27 ..	14	16	11	
,, 28 ..	10	21	20	
,, 29 ..	20	22	18	River set fast.
,, 30 ..	3	9	15	
,, 31 ..	7	10	9	
November 1 ..	5	8	10	
,, 2 ..	1	3	5	
,, 3 ..	7	8	11	

Date.	Temperature.			Remarks.
	7 A.M.	1 P.M.	7 P.M.	
1893.	Degrees.	Degrees.	Degrees.	
November 4	10	7	3	
,, 5	1	5	3	
,, 6	3	2	2	
,, 7	31	16	26	
,, 8	31	20	11	
,, 9	29	18	15	
,, 10	17	8	3	
,, 11	28	26	15	
,, 12	1	3	8	
,, 13	..	..	..	
,, 14	5	5	11	
,, 15	8	6	8	
,, 16	24	26	21	
,, 17	19	24	21	Woodpeckers.
,, 18	17	20	12	
,, 19	5	5	5	
,, 20	4	3	1	
,, 21	6	12	24	
,, 22	21	21	26	
,, 23	34	32	34	
,, 24	40	33	40	
,, 25	41	40	43	
,, 26	48	45	48	
,, 27	49	15	49	
,, 28	52	50	51	
,, 29	50	45	46	
,, 30	58	53	57	
December 1	57	53	56	
,, 2	57	53	54	
,, 3	58	57	53	
,, 4	46	50	53	
,, 5	47	40	37	
,, 6	24	17	14	
,, 7	24	30	14	
,, 8	15	20	17	No sun visible; hidden by the hills till January 1.
,, 9	21	22	30	
,, 10	47	46	54	
,, 11	59	55	60	
,, 12	63	60	63	
,, 13	65	61	60	
,, 14	61	59	57	
,, 15	57	57	59	
,, 16	40	31	27	
,, 17	20	18	26	
,, 18	14	4	1	
,, 19	5	3	1	
,, 20	11	13	16	
,, 21	19	18	17	
,, 22	41	11	10	
,, 23	10	9	13	
,, 24	10	9	9	
,, 25	10	13	9	
,, 26	7	7	11	
,, 27	7	11	13	
,, 28	5	7	5	
,, 29	7	8	9	
,, 30	10	9	11	
,, 31	14	9	8	
1894.				
January 1	10	16	9	
,, 2	9	10	20	
,, 3	1	3	17	
,, 4	3	1	2	
,, 5	6	6	19	
,, 6	29	26	40	
,, 7	45	43	47	Sun partially visible.
,, 8	19	16	14	

Date.	Temperature.			Remarks.
	7 A.M.	1 P.M.	7 P.M.	
1894.	Degrees.	Degrees.	Degrees.	
January 9 ..	17	19	35	
„ 10 ..	43	37	46	
„ 11 ..	63	62	66	Sun visible at 11·15.
„ 12 ..	75	72	73	
„ 13 ..	76	67	68	
„ 14 ..	66	63	56	
„ 15 ..	33	36	46	
„ 16 ..	50	46	54	
„ 17 ..	66	59	66	
„ 18 ..	63	47	44	
„ 19 ..	60	57	64	
„ 20 ..	72	67	67	
„ 21 ..	70	69	63	
„ 22 ..	54	47	47	
„ 23 ..	45	41	42	
„ 24 ..	39	34	35	
„ 25 ..	32	27	29	
„ 26 ..	25	19	11	
„ 27 ..	4	2	20	
„ 28 ..	27	17	16	
„ 29 ..	12	13	23	
„ 30 ..	18	7	1	
„ 31 ..	2	0	8	
February 1 ..	7	1	1	
„ 2 ..	5	9	9	
„ 3 ..	7	3	6	
„ 4 ..	21	22	23	
„ 5 ..	35	30	45	
„ 6 ..	29	25	31	
„ 7 ..	45	35	28	
„ 8 ..	47	37	47	
„ 9 ..	61	45	..	
„ 10 ..	48	45	57	
„ 11 ..	62	45	50	
„ 12 ..	57	45	55	
„ 13 ..	64	45	49	
„ 14 ..	60	39	50	
„ 15 ..	45	29	34	
„ 16 ..	34	16	23	
„ 17 ..	45	29	39	
„ 18 ..	51	29	30	
„ 19 ..	35	19	20	
„ 20 ..	34	15	24	
„ 21 ..	39	19	19	
„ 22 ..	13	4	13	Bright Aurora.
„ 23 ..	33	15	24	
„ 24 ..	32	11	13	Bright double halo round sun.
„ 25 ..	13	7	13	
„ 26 ..	16	5	11	Heavy snowfall.
„ 27 ..	19	17	23	Gale from the north
„ 28 ..	30	16	27	
March 1 ..	30	19	27	
„ 2 ..	11	5	2	
„ 3 ..	2	3	4	
„ 4 ..	6	7	2	
„ 5 ..	17	9	6	
„ 6 ..	6	16	1	
„ 7 ..	2	20	14	
„ 8 ..	8	8	0	
„ 9 ..	18	4	15	
„ 10 ..	30	1	2	
„ 11 ..	8	7	11	
„ 12 ..	37	13	20	Snow birds.
„ 13 ..	18	18	22	High wind from north-west.
„ 14 ..	40	20	33	
„ 15 ..	42	27	23	
„ 16 ..	41	19	27	
„ 17 ..	37	7	17	
„ 18 ..	27	1	3	

Date.	Temperature.			Remarks.
	7 A.M.	1 P.M.	7 P.M.	
1894.	Degrees.	Degrees.	Degrees.	
March 19 ..	5	12	14	
,, 20 ..	4	20	15	
,, 21 ..	4	7	0	
,, 22 ..	25	7	17	
,, 23 ..	7	22	12	
,, 24 ..	1	21	16	
,, 25 ..	1	27	23	
,, 26 ..	1	25	21	
,, 27 ..	1	33	22	
,, 28 ..	7	27	22	
,, 29 ..	3	30	25	
,, 30 ..	20	37	30	
,, 31 ..	19	40	34	
April 1 ..	21	42	35	
,, 2 ..	33	33	39	
,, 3 ..	4	33	27	
,, 4 ..	3	30	24	
,, 5 ..	..	..	..	Gale from the north.
,, 6 ..	7	7	7	Ditto.
,, 7 ..	18	11	9	Ditto. Moderating.
,, 8 ..	18	11	16	
,, 9 ..	18	14	12	
,, 10 ..	20	11	7	
,, 11 ..	19	3	7	
,, 12 ..	22	4	3	
,, 13 ..	17	12	3	
,, 14 ..	24	7	3	
,, 15 ..	25	15	10	
,, 16 ..	20	10	13	
,, 17 ..	5	19	10	
,, 18 ..	6	20	11	
,, 19 ..	13	7	4	
,, 20 ..	8	3	7	
,, 21 ..	17	16	13	
,, 22 ..	17	18	27	
,, 23 ..	14	24	32	
,, 24 ..	17	37	39	
,, 25 ..	38	49	38	
,, 26 ..	37	45	36	Geese passing.
,, 27 ..	38	40	40	Heavy snowfall.
,, 28 ..	27	34	31	
,, 29 ..	26	23	21	
,, 30 ..	22	29	37	
May 1 ..	24	41	36	
,, 2 ..	29	40	32	Hail fell. Geese.
,, 3 ..	26	36	40	
,, 4 ..	31	40	38	
,, 5 ..	33	41	23	
,, 6 ..	21	39	33	
,, 7 ..	27	36	36	
,, 8 ..	26	41	43	
,, 9 ..	25	39	38	
,, 10 ..	29	35	33	
,, 11 ..	25	31	30	
,, 12 ..	29	37	30	
,, 13 ..	32	45	36	
,, 14 ..	32	46	54	
,, 15 ..	38	50	54	
,, 16 ..	34	50	41	
,, 17 ..	39	55	47	
,, 18 ..	39	57	46	
,, 19 ..	37	60	47	
,, 20 ..	37	57	41	Creek broke.
,, 21 ..	38	57	45	
,, 22 ..	44	53	55	River broke.
,, 23 ..	44	56	41	
,, 24 ..	48	61	42	
,, 25 ..	45	67	..	
,, 26 ..	46	60	53	

Date.		Temperature.			Remarks.
		7 A.M.	1 P.M.	7 P.M.	
1894.		Degrees.	Degrees.	Degrees.	
May	27	55	69	52	
,,	28	46	60	..	
,,	29	36	50	41	
,,	30	44	..	45	
,,	31	..	57	..	
June	1	43	53	..	
,,	2	46	57	56	
,,	3	47	59	..	
,,	4	50	51	46	
,,	5	43	60	55	
,,	6	47	63	53	
,,	7	53	63	59	
,,	8	43	40	57	Heavy rain all day.
,,	9	41	54	58	
,,	10	44	60	54	
,,	11	45	59	57	
,,	12	49	59	..	
,,	13	51	..	52	
,,	14	54	64	60	
,,	15	53	67	..	
,,	16	52	58	..	
,,	17	49	63	..	
,,	18	43	64	..	
,,	19	51	65	60	
,,	20	50	61	63	
,,	21	49	63	60	
,,	22	51	64	55	
,,	23	48	59	47	
,,	24	49	60	51	
,,	25	50	61	53	
,,	26	55	60	54	
,,	27	54	65	49	
,,	28	53	70	58	
,,	29	57	70	66	
,,	30	56	71	63	
July	1	56	70	63	
,,	2	58	69	50	
,,	3	59	68	51	
,,	4	49	58	53	
,,	5	56	59	54	
,,	6	53	56	47	
,,	7	48	47	43	
,,	8	50	56	55	
,,	9	58	70	65	
,,	10	54	63	55	
,,	11	57	67	63	
,,	12	56	76	65	
,,	13	55	73	52	
,,	14	53	58	53	
,,	15	50	57	56	
,,	16	51	63	59	
,,	17	53	57	54	
,,	18	51	63	53	
,,	19	50	64	57	
,,	20	53	67	57	
,,	21	48	69	61	
,,	22	54	68	60	
,,	23	52	70	63	
,,	24	51	69	59	
,,	25	50	67	51	
,,	26	52	56	52	
,,	27	49	67	54	
,,	28	53	60	54	
,,	29	55	62	57	
,,	30	53	63	54	
,,	31	48	65	..	
August	1	52	..	..	
,,	2	47	59	54	
,,	3	51	60	52	

Date.	Temperature.			Remarks.
	7 A.M.	1 P.M.	7 P.M.	
1894.	Degrees.	Degrees.	Degrees.	
August 4 ..	60	69	64	
„ 5 ..	57	64	58	
„ 6 ..	54	57	54	
„ 7 ..	52	59	56	
„ 8 ..	48	65	61	
„ 9 ..	51	56	51	
„ 10 ..	54	64	60	
„ 11 ..	52	66	59	
„ 12 ..	54	70	65	
„ 13 ..	52	72	60	
„ 14 ..	52	70	65	
„ 15 ..	49	..	64	
„ 16 ..	57	63	52	Storm, heavy rain, and north-west gale.
„ 17 ..	45	61	52	
„ 18 ..	43	54	50	
„ 19 ..	46	53	50	Heavy rain.
„ 20 ..	46	58	48	
„ 21 ..	36	54	48	
„ 22 ..	42	54	44	
„ 23 ..	40	59	48	
„ 24 ..	42	55	44	38 at 6 A.M. White frost.
„ 25 ..	38	58	56	
„ 26 ..	37	61	52	

No. 13.

Foreign Office to Colonial Office.

Sir, *Foreign Office, July* 19, 1895.

I AM directed by the Marquess of Salisbury to transmit to you copy of a despatch from Lord Gough,* inclosing copies of a telegram from the Governor-General of Canada and of a Report of the Canadian Privy Council respecting the administration of the region drained by the Yukon River.

I am to request that Lord Salisbury may be favoured with Mr. Secretary Chamberlain's views on the suggestion made by the Canadian Government that the United States' Government should be approached with a view to co-operation in fixing the boundary of the Yukon district.

It is requested that the inclosures to Lord Gough's despatch may be returned when done with.

I am, &c.
(Signed) FRANCIS BERTIE.

No. 14.

Colonial Office to Foreign Office.—(Received July 31.)

Sir, *Downing Street, July* 31, 1895.

IN reply to your letter of the 19th instant, inclosing a copy of a despatch from Lord Gough respecting the proposals of the Dominion Government for the fixing of the position of the 141st meridian which constitutes the boundary between British and American territory in Alaska, I am directed by Mr. Secretary Chamberlain to acquaint you, for the information of the Marquess of Salisbury, that the proposals of the Dominion Government appear to him to be reasonable, and that he trusts that Her Majesty's Chargé d'Affaires at Washington will be instructed to press them on the United States' Government.

The inclosures in Lord Gough's despatch are returned herewith, as requested.

I am, &c.
(Signed) EDWARD WINGFIELD.

* No. 12.

No. 15.

The Marquess of Salisbury to Viscount Gough.

(No. 131.)

My Lord, *Foreign Office, August* 5, 1895.

WITH reference to your despatch No. 175 of the 5th ultimo, respecting the proposal of the Canadian Government for a joint delimitation of the Yukon district boundary, I have to request that you will press the United States' Government to take the steps suggested in the Report of the Canadian Privy Council.

I am, &c.

(Signed) SALISBURY.

No. 16.

Foreign Office to Colonial Office.

Sir, *Foreign Office, August* 5, 1895.

I AM directed by the Marquess of Salisbury to inform you that, in accordance with Mr. Secretary Chamberlain's suggestion, as stated in your letter of the 31st ultimo, Her Majesty's Chargé d'Affaires at Washington has been requested to press the United States' Government to take steps for a joint delimitation of the boundaries of the Yukon district.

I am, &c.

(Signed) T. H. SANDERSON.

No. 17.

Viscount Gough to the Marquess of Salisbury.—(Received September 7.)

(No. 208.)

My Lord, *Newport, Rhode Island, August* 22, 1895.

ON receipt of your Lordship's despatch No. 131 of the 5th instant respecting the proposal of the Canadian Government for a joint delineation of the Yukon district boundary, I addressed a note to Mr. Olney on the subject in accordance with your Lordship's instructions. Copy of this note I now have the honour to inclose.

I have, &c.

(Signed) GOUGH.

Inclosure in No. 17.

Viscount Gough to Mr. Olney.

Sir, *Newport, Rhode Island, August* 20, 1895.

THE recent development of the mineral resources of the country drained by the Yukon River, and the growing importance of the administration of that region, have rendered it highly desirable that the precise limits of the jurisdiction of the United States and the Dominion respectively should be more exactly determined than has hitherto been the case. With this object the well-known surveyor, Mr. William Ogilvie, who in 1887–88 conducted a survey of this tract of country on behalf of the Canadian Government, and determined the point of intersection of the 141st meridian of longitude (the Treaty boundary-line between Alaska and Canada) and the Yukon River, has been instructed to proceed with the determination of that meridian with all convenient speed.

Her Majesty's Government are desirous of securing the co-operation of the United States in this important work; and I would venture to suggest that such co-operation might, if the United States' Government see fit, be given in one of two forms: first, and preferably, the appointment of a surveyor to act jointly with Mr. Ogilvie in determining so much of the line as may be found necessary for the purpose of defining the territory of the two countries at the points where the administration of public affairs actually requires this to be done; or, secondly, if the

co-operation of the United States in surveying the line cannot be had at this stage, that the demarcation of it, which will be made on the ground by Mr. Ogilvie, should be recognized by both countries for the present—without prejudice, however, to the rights of either party when, at a later stage, a joint delimitation of the line shall be made.

I am to point out that a precedent for the second of these alternative courses occurred in 1877, when the boundary between the possessions of the two countries on the Stikine was surveyed by a Canadian officer, Mr. Joseph Hunter, and accepted by both on the conditions now suggested in respect to the Yukon. In the event of the latter alternative being adopted, it is thought that the United States' Government would perhaps be willing to share the cost of the preliminary survey.

In having the honour to bring before you the desire of Her Majesty's Government for the co-operation of the Government of the United States in this survey of boundaries, I have the honour to add that the Convention entered into at Washington in 1892 for a joint or coincident survey of the territory adjacent to the boundary between Alaska and the north-west territories of Canada has relation only to the southern part of the said boundary, and not to the part of the boundary referred to in my present note.

I have, &c.
(Signed) GOUGH.

No. 18.

Viscount Gough to the Marquess of Salisbury.—(*Received September 7.*)

(No. 210.)
My Lord, *Newport, Rhode Island, August 28, 1895.*

WITH reference to my despatch No. 175 of the 5th ultimo and to previous correspondence on the subject of the delimitation of the territory drained by the Yukon River, I have the honour to transmit to your Lordship herewith two extracts from the "Transcript," a respectable paper published in Boston, of the 22nd and 23rd instant respectively, which seem to indicate that the question is likely to attract considerable attention in this country. The earlier of these passages contains an account of an interview with a Jesuit Father, Mr. Barnham, recently returned from Alaska, who fears that serious trouble may arise between the American miners and the detachment of Canadian police recently stationed at Forty-Mile Creek, and suggests that the survey proceedings now in progress may result in the United States being unjustly deprived of territory. The extract of the 23rd instant gives the observations of General Duffield, Superintendent of the Coast and Geodetic Survey, on Father Barnham's opinions. General Duffield states that he has been informed by the Canadian Boundary Commissioner, Mr. King, that no surveying operations are actually in progress on the land in question, and that he and Mr. King do not propose to visit the Yukon region before next October.

I have, &c.
(Signed) GOUGH.

Inclosure 1 in No. 18.

Extract from the "Transcript" of August 22, 1895.

IN an interview last night, Father Barnham, S.J., who has just returned from Alaska, said regarding the boundary between British Columbia and Alaska—England has a surveying party up there now running a new line to suit herself. These engineers are not on a junketing tour to amuse themselves; they are working hard. They have a magnificent equipment, and have already accomplished a great deal. Unless we have gumption we shall lose an immense slice of south-eastern Alaska. They will steal Glacier Bay and some grand harbours. We have not paid enough attention to this question. Alaska, until a few years ago, used to be called "Seward's Ice Chest." Little or nothing was known about the country, and the people here did not take interest enough in it to think about it. We are cut off by the General Congress. We have no right representation, and what is needed now is a man who

will rise up and bring this question in the full magnitude of its importance before the people.

Arbitration? We always lose in arbitration. We lost in the San Juan question. The 60-mile limit in the Behring Sea was nonsensical. We lost there, too. I suppose the English will decide on a boundary of their own between Alaska and Canada. Then we will howl. Canada will howl, too, and there must be arbitration, of course. Now, why do the English make this move at this late day? Since 1841, the boundary was a settled fact. It was never disputed when the territory belonged to Russia, and was known as Russian America. It is still on all the English maps, which shows that it was accepted by England through all these years, and to ask for arbitration now on a new line is nothing but impertinence. At Forty-Mile Creek, where there never has been trouble of any kind, a detachment of Canadian police was stationed recently, and Father Barnham said he expected serious trouble this coming winter between the American miners and the Canadian officers.

Tremendous Interests involved.

In 1867 the United States purchased Alaska from Russia, paying for it 7,200,000 dollars. England did not then raise a question as to the boundary, and up to 1889, a term of fifty-nine years—forty-two years under Russian ownership and seventeen years under United States' control—the Alaskan boundary was never questioned, but in all maps, charts, and British official matters this boundary-line was shown and represented as American maps and official documents still hold it. In 1884 the Dominion of Canada on its maps changed the Alaskan boundary-line to suit its own purpose, the British Government recognized Canada's claim, and at the instigation of Her Majesty's Government the United States, on the 22nd July, 1892, appointed a Commission for the purpose, as set forth in Article I of the Convention agreed upon—

"Providing for the delimitation of the existing boundary between the United States and Her Majesty's possessions in North America, in respect to such portions of said boundary-line as may not in fact have been permanently marked in virtue of Treaties heretofore concluded."

The time allowed to complete surveys and submit final reports ended the 28th November, 1894, but final reports are to be submitted by each of the "High Contracting Parties" 31st December, 1895. The disputed lands are in the south-eastern division of Alaska, in what is known as the Panhandle of that vast Empire. The claim set up by the British Government in brief is that instead of Portland Channel, Behm Channel, the first inlet west of Portland Channel, was meant; and, starting from this point, the line of demarcation includes an area about 600 miles in length, and of varying widths up to 150 miles, including about 100 miles of sea-coast, with its harbours and the islands adjacent thereto. The value of the strip is almost inestimable. Alaska last year in her fish canneries alone did a business of fully 3,000,000 dollars, the greater part of which business is in the disputed Alaskan territory. The untouched forests of this section are greater than any in the United States. Besides this, there are large deposits of copper, iron, coal, and marble. The population is now 35,000, of which number about two-thirds are in this disputed division. The army of men who are working into the interior or main part of Alaska come by steamer to Chilkat, and thence follow a trail a distance of 40 miles to Forty-Mile Creek, where they built rafts and float down the Yukon River, a distance of 600 miles to the inland gold-fields. If the English claims to territory are made good these head-quarters will become their possessions, and the harbours now in American hands will fly the British flag, and she will control the way to the interior of Alaska. The acquisition of the coal-fields of Alaska by England is of far more importance than may be appreciated by the apparently indifferent Americans. To make this matter plainer, it is well to call attention to the fact that the only coal supply station now open to the United States on the Pacific coast is on Puget Sound, while England, through the Dominion of Canada, has vast coal-fields in British Columbia. The United States would also lose the famous Treadwell mining property, the Hayward Lane property, which is undoubtedly the richest mining property in the world, and the Silver Bow property.

San Francisco, California, August 22, 1895.

Inclosure 2 in No. 18.

Extract from the "Transcript" of August 23, 1895.

GENERAL DUFFIELD, Superintendent of the Coast and Goedetic Survey, said last night that he placed but little credence in the report that England had a surveying party running a line of her own to determine the boundary between Alaska and British Columbia.

"It was only a few days ago, 10th August, to be exact," said General Duffield, "that I met Mr. King, the Canadian Boundary Commissioner, by appointment in Rochester, for the purpose of conferring about this boundary survey and arranging our plans for the future. I know that Mr. King has not been in Alaska during the present year, and he informed me that none of his party was in the field. For that reason I am confident no surveyors are now at work on the line, but even if they were it would make little difference. The boundary-line is fixed by Treaties between this country and Great Britain and between Russia and Great Britain. The work of the surveyors is to definitely mark the lines laid down by those Treaties. We have an engineering party engaged in that labour, and so have the English, and the surveys are being made as rapidly as the appropriations and the seasons will permit. When the work is completed a report will be made to the respective Go ments. Mr. King and myself will visit the scene of the work in October, but w e survey will be completed is a question that cannot now be answered."

Washington, August 23, 1895.

No. 19.

Viscount Gough to the Marquess of Salisbury.—(Received September 11.)

(No. 51.)
(Telegraphic.) P. *Newport, Rhode Island, September* 11, 1895.

I HAVE received a note from the United States' Government inquiring whether the proposed survey of the Alaska boundary, referred to in your Lordship's despatch No. 131 of the 5th August, could not be delayed so as to give Congress an opportunity of acting on the proposition made in the alternative by Her Majesty's Government for a joint survey, and of making the necessary appropriations of money.

The Department of State would undertake that if the survey can be so delayed the matter will be brought before Congress immediately upon its meeting.

Am I authorized to communicate to the Governor-General of Canada the substance of this note?

No. 20.

Colonial Office to Foreign Office.—(Received September 12.)

Sir, *Downing Street, September* 12, 1895.

WITH reference to your letter of the 12th instant, inclosing copy of a telegram from Viscount Gough on the subject of the proposed delimitation of the Yukon district, I am directed by Mr. Secretary Chamberlain to request you to inform the Marquess of Salisbury that he has no objection to the note of the United States' Government, referred to by Lord Gough, being communicated direct to the Governor-General of Canada.

I am, &c.
(Signed) JOHN BRAMSTON.

No. 21.

Viscount Gough to the Marquess of Salisbury.—(*Received September* 21.)

(No. 218.)

My Lord, *Newport, Rhode Island, September* 11, 1895.

WITH reference to my despatch No. 208 of the 22nd ultimo, I have the honour to inclose herewith copy of the reply which I have received from the Acting Secretary of State to the note which I addressed to the United States' Government on the 20th ultimo on the subject of the delimitation of the portion of Alaska drained by the Yukon River.

Mr. Adee inquires whether the proposed survey could not be postponed until Congress has met and has had an opportunity of deciding upon the alternative proposal of Her Majesty's Government for a joint survey, and of making the necessary appropriation of money. The Department of State would in that case undertake that the matter would be brought before Congress immediately upon its assembling.

I had the honour to inform your Lordship of Mr. Adee's inquiry by my telegram No. 51 of this day's date, at the same time asking your Lordship's consent to my communicating the note of the United States' Government to the Governor of Canada.

I have, &c.

(Signed) GOUGH.

Inclosure in No. 21.

Mr. Adee to Viscount Gough.

My Lord, *Department of State, Washington, September* 6, 1895.

A RESPONSE to your note of the 20th August last has been deferred by reason of the consideration necessarily to be given to the important proposition of Her Majesty's Government, that a provisional determination of convenient points on the 141st meridian, which forms the Treaty boundary-line between Alaska and Canada, should be agreed upon between the two Governments, without prejudice, however, to the rights of either party when at a later stage a joint delimitation of the line shall be made.

In view of the suggestion of your note, that the Government of the United States would perhaps be willing to share the cost of the preliminary survey heretofore made, and now making, by Mr. William Ogilvie, and of the fact that action by Congress would be necessary to confirm and carry out an understanding in that regard, I have the honour to inquire whether the proposed survey could not be delayed until after Congress has had an opportunity to act upon the alternative proposition for a joint survey, and to make the proper appropriation therefor. If it could be so delayed, the Department of State would undertake to bring the matter to the attention of Congress immediately upon the assembling of that body.

I have, &c.

(Signed) ALVEY A. ADEE,

Acting Secretary.

No. 22.

Sir J. Pauncefote to the Marquess of Salisbury.—(*Received December* 28.)

(No. 273.)

My Lord, *Washington, December* 17, 1895.

WITH reference to my despatch No. 259 of the 19th instant* and to previous correspondence on the subject of the Yukon Boundary question, I have the honour to forward herewith to your Lordship copy of a letter from the Acting Secretary of the Treasury to the Speaker of the House of Representatives.

The Acting Secretary transmits a communication from the Secretary of State submitting an estimate of appropriation for survey of the boundary-line between Alaska and British Columbia.

* Transmitting Extracts from Press.

Mr. W. W. Duffield, Superintendent of the United States' Coast and Geodetic Survey, in addition to his estimate for 5,000 dollars which was included in his annual estimates, suggests that Congress be asked to appropriate the additional sum of 50,000 dollars for the continuance of the survey; the said sum to be made available until expended.

I have, &c.
(Signed) JULIAN PAUNCEFOTE.

Inclosure in No. 22.

54th Congress, 1st Session.—Document No. 40.

HOUSE OF REPRESENTATIVES.

SURVEY OF BOUNDARY-LINE BETWEEN ALASKA AND BRITISH COLUMBIA.

Letter from the Acting Secretary of the Treasury, transmitting a Communication from the Secretary of State, submitting an Estimate of Appropriation for Survey of the Boundary-line between Alaska and British Columbia.

December 9, 1895.—Referred to the Committee on Appropriations, and ordered to be printed.

Sir, *Treasury Department, December* 6, 1895.

I HAVE the honour to transmit herewith, for the consideration of Congress, copy of a communication from the Secretary of State, under date of the 26th November, 1895, submitting an estimate of appropriation in the sum of 50,000 dollars in connection with the survey of the boundary-line dividing Alaska from British Columbia and the north-west territory of Canada.

Respectfully yours, &c.
(Signed) S. WIKE, *Acting Secretary.*

The Speaker of the House of Representatives.

Sir, *Department of State, Washington, November* 26, 1895.

I have the honour to inclose herewith copy of a letter from Mr. W. W. Duffield, Commissioner of the United States under the Treaty with Great Britain of the 22nd July, 1892, providing for a joint survey of the territory adjacent to the boundary-line dividing Alaska from British Columbia and the north-west territory of Canada, in which he suggests that, in view of the possible necessity of running definite lines of demarcation on the Upper Yukon and its tributaries, and for providing for the contingency of surveys which may be required along the boundary in unforeseen localities, Congress be asked to appropriate the sum of 50,000 dollars for the objects specified, said sum to be made available until expended.

The determination and marking of the 141st meridian in that part which by Treaty forms the boundary between Alaska and British Columbia is not provided for by any existing Treaty, and negotiations to that end may probably be begun in the near future. For this reason, and to permit prompt execution of the arrangement when reached, the suggested appropriation of 50,000 dollars is recommended.

I have, &c.
(Signed) RICHARD OLNEY.

The Secretary of the Treasury.

United States' Coast and Geodetic Survey,
Washington, D.C., November 23, 1895.

Sir,

Having in view certain surveys relating to the boundary between Alaska and British Columbia, I submitted to the Honourable Secretary of the Treasury an estimate of 5,000 dollars for the continuation of the boundary surveys in Alaska in my annual estimates.

In view, however, of the possible necessity of running definite lines of demarcation on the Upper Yukon and its tributaries, and for providing for the contingency of surveys, which may be required along the boundary in unforeseen localities, in furtherance of an international agreement, I have the honour to submit for your consideration the suggestion that Congress be asked to appropriate the additional sum of 50,000 dollars for the objects specified, said sum to be made available until expended.

Very respectfully, &c.
(Signed) W. W. DUFFIELD,
Superintendent.

The Secretary of State, Washington, D.C.

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